APRIL 28, 1950

The Autocar

FOUNDED 1895

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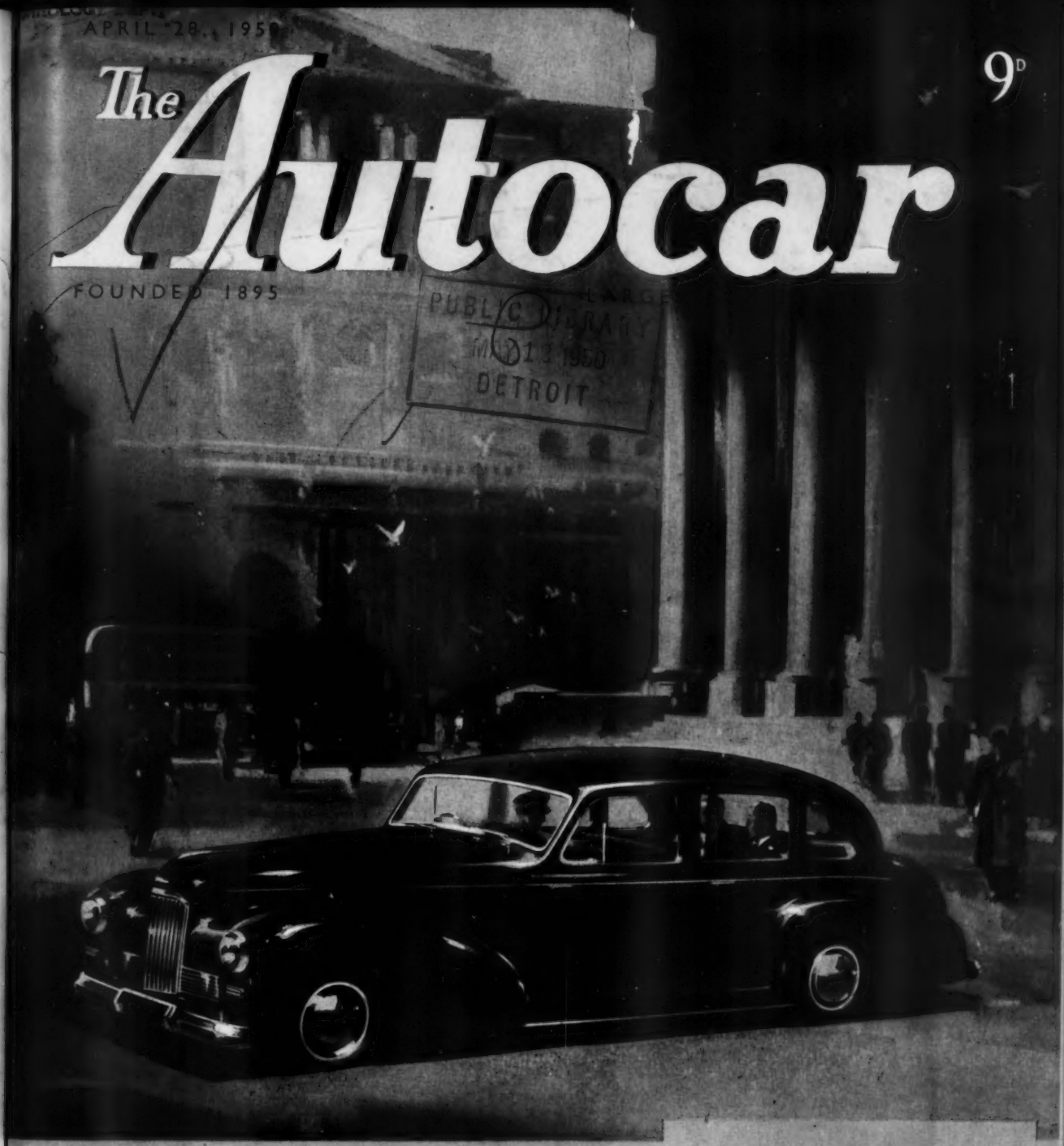

The HUMBER 8-Seater

PULLMAN LIMOUSINE

The Humber Pullman fulfils a variety of tasks with grace and distinction. It is equally suitable for business or professional use, for industrial organisations, as a dignified town carriage or as a fast long-distance touring car. Coachwork by Thrupp & Maberly.

BY APPOINTMENT TO H.M. THE KING MOTOR CAR MANUFACTURERS HUMBER LIMITED

Also THE IMPERIAL 8-SEATER SALOON to meet the demands of the discriminating owner who, on most occasions, prefers to drive himself.

PULLMAN or IMPERIAL £1,395 *Plus Purchase Tax*

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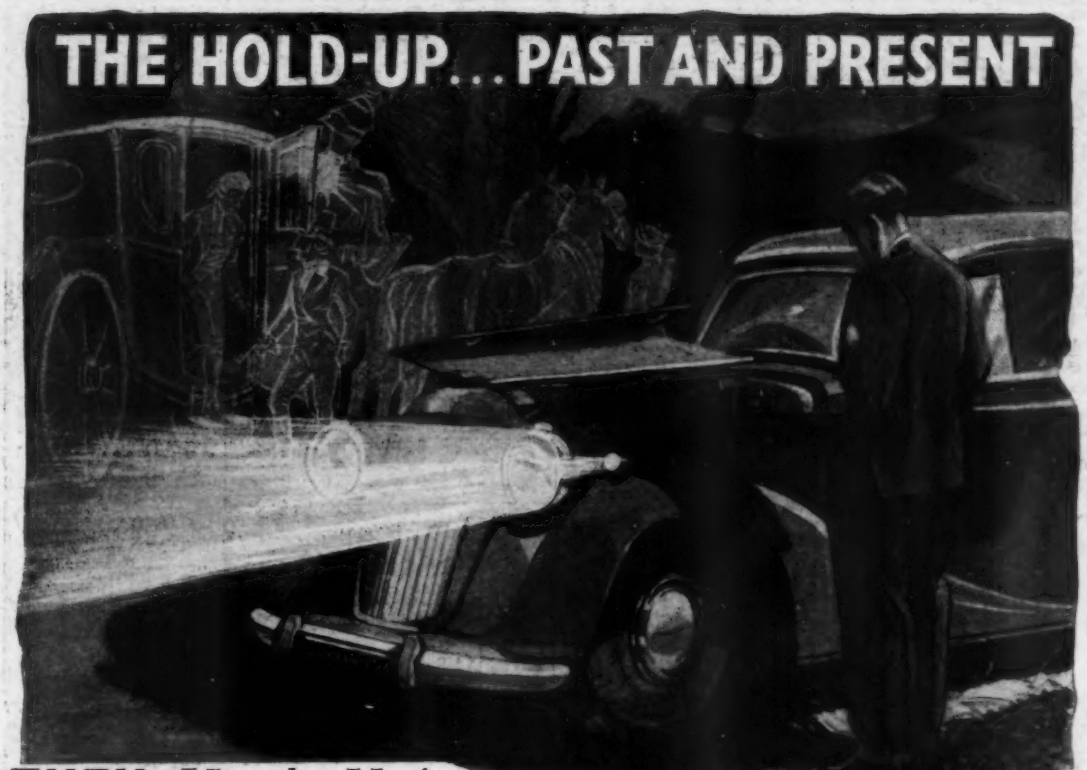
THE HOLD-UP... PAST AND PRESENT



THEN *Hands Up!*

Now BREAKDOWN

In a bygone age an invitation to "contribute" by the famous Claude Duval was regarded by some as an irritating but nevertheless romantic interlude in the tedium of the long coach journey.

The modern hold-up is far less romantic and more irritating because it's generally one's own fault! And so before you take the road for a long run, make sure your car is thoroughly road-worthy—by handing it over to the nearest TECALEMIT Official Station; you'll save yourself not only many unpleasant jobs, but—more important—the perpetual worry of wondering whether everything is in running order. Not a single detail that affects the efficiency or appearance of your car escapes TECALEMIT-trained experts. For only a small outlay your car will receive the attention which ensures peak performance . . . always. To ensure trouble-free motoring, take your car regularly to a TECALEMIT Station displaying the well known Target & Arrow Sign . . . there is at least one near your own home.

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2 **SPRINGS**: Every leaf sprayed with Graphite Penetrating Oil. Body squeaks eliminated.

3 **ENGINE, GEAR BOX & BACK AXLE**: Drained, flushed and refilled with correct grade of oil, and oil filter Element cleaned or renewed.

4 **BODYWORK**: Washed and polished. Metal work, screen and windows polished.

5 **BRAKES & STEERINGS**: Carefully inspected, adjusted and tested

6 **TYRES**: Inspected for cuts and wear, inflated to right pressure. Storage battery tested and "topped up."

7 **RECORD**: Every job recorded in a special book provided—proof of work well and thoroughly done.

8 **REMINDER**: You are informed by mail when your car is again due for Tecalemit Service.

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With handle. 2-ton lift. Closed 6½". Open 14" 50/-
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All chrome plated, with bulb. Please state voltage. 4½" diameter front ... 63/-
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Suitable for Austin Morris, Standard Hillman, etc.
QUOTATIONS PER RETURN

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Black streamlined 7/6
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Bulbs 1/6 extra.
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52in. × 24in. .. 13/9
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No damage to bodywork. Straps on. Suitable for trunks.
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VOKES DISTRIBUTION RECTIFIER
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"QUICK-FIT" CONNECTION.
Standard .. 6" x 2½" barrel 19/11
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Complete with handle.
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5 GALS 25/-
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Clips into pocket like a pencil
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Remove sparking plug, fit pump and inflate tyres whilst engine runs. Adjustable to fit 14 and 18 mm. plugs.
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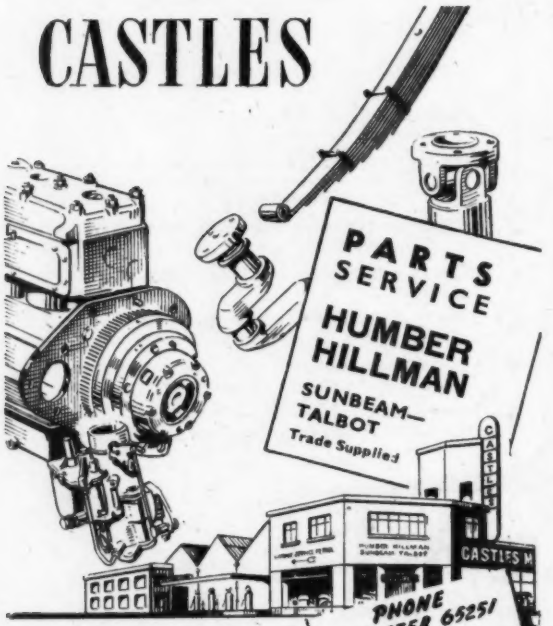

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"POLASPEX"
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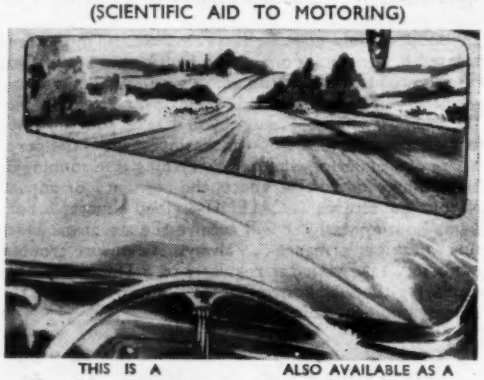
(SCIENTIFIC AID TO MOTORING)



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"Drevo" Spring Protective Wrapping prevents water and grit from penetrating and impairing the efficiency of vehicle Springs—ensures trouble-free suspension for the car's lifetime . . . for the price of a 17/6d. Pack !

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Available in Packs (2 rolls of tape and 1 tin of Compound) sufficient for a 10 H.P. car—from local stockists or direct.

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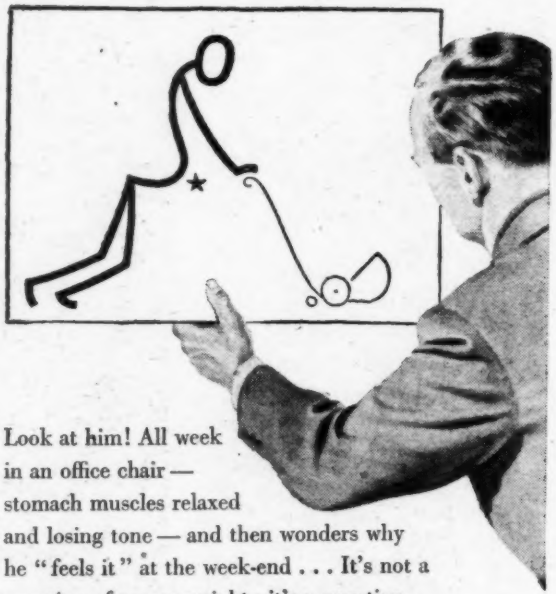
★ *The sole suppliers of Spring Wrappers to the Austin Motor Co. Ltd., for exclusive fitting to the A70 and A90 models.*



Look at him! All week in an office chair — stomach muscles relaxed and losing tone — and then wonders why he "feels it" at the week-end . . . It's not a question of age or weight; it's a question of posture. Those muscles need supporting, bracing up. That man needs A LINIA BELT.

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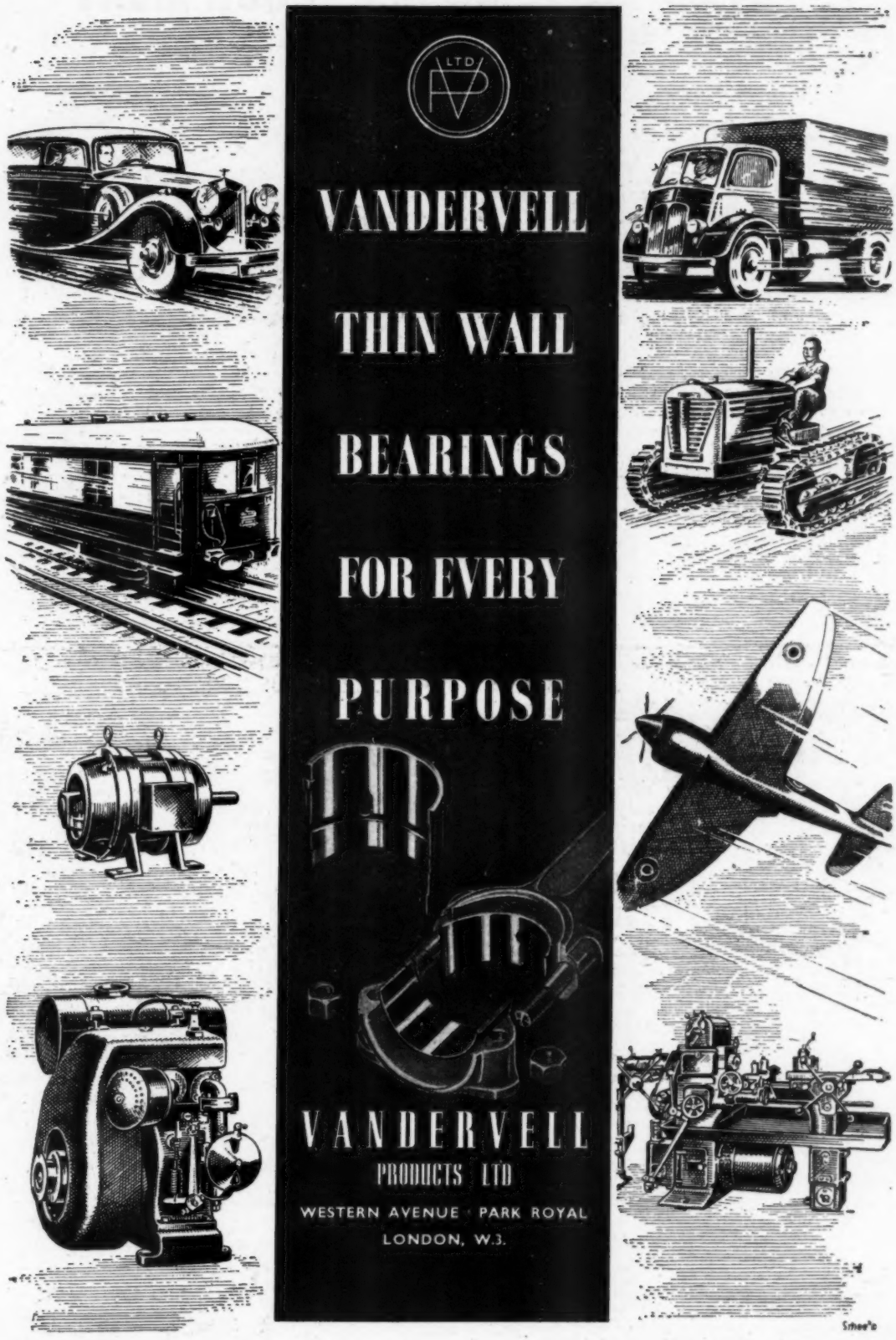
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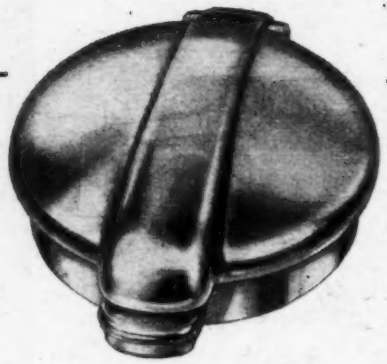
Enots AUTOMOBILE EQUIPMENT

Monza Type
FILLER CAPS



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No.	Thread of Collar
701	2¾" × 16 T. P. I"
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BLANCHFLOWERS' "The Motor People" KETTERING

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To BLANCHFLOWERS', "The Motor People" KETTERING
Please send quotation and full details for a reconditioned engine, without obligation, for my.....car,.....h.p. .....Chassis No.....Engine No .....year.
Name.....
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What a "Cromard" user says:—
"..... completed 22,000 miles in 15 months of hard motoring. The oil pressure is constant under running temperature, at 40 lb. The fuel consumption is 36.7 m.p.g. and it has not been decoked yet"!

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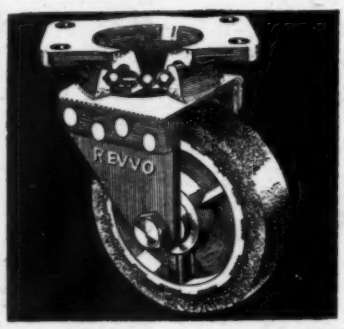
shift weights on REVVO PATENT BALL-BEARING CASTORS without waits



The swivels of these castors are NOT held together by a king-pin or bolt. Thus a frequent cause of weakness in castors is eliminated. The full load plus any shock-loads are borne by the ball-bearing in the swivel.

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● Fully streamlined body
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The car of TOMORROW
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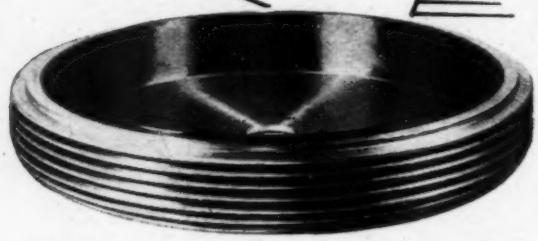

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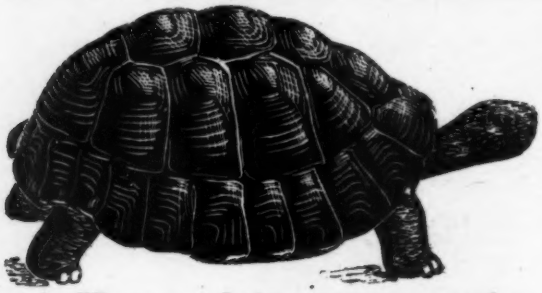

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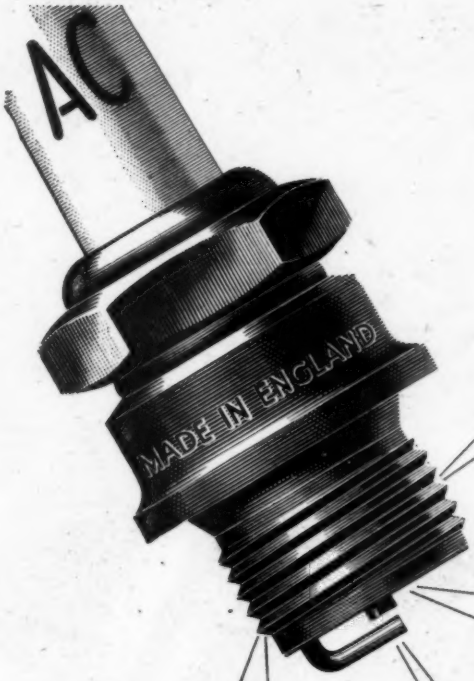

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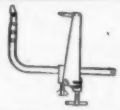

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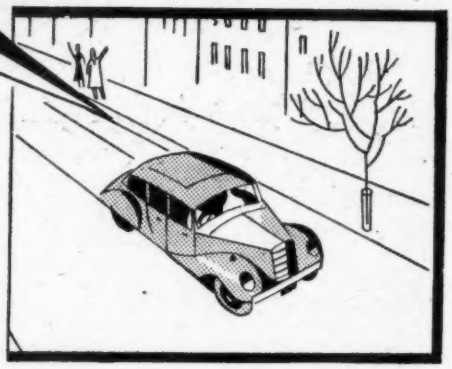

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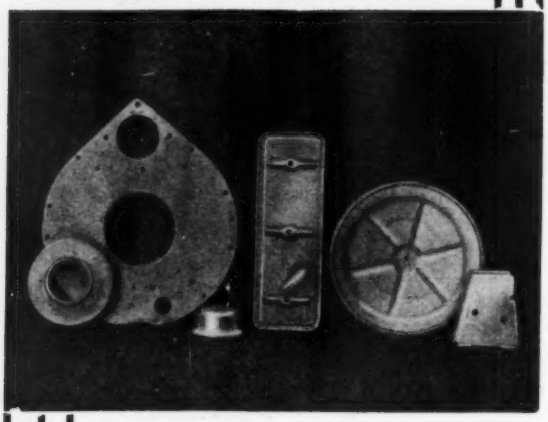

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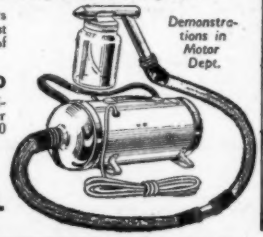

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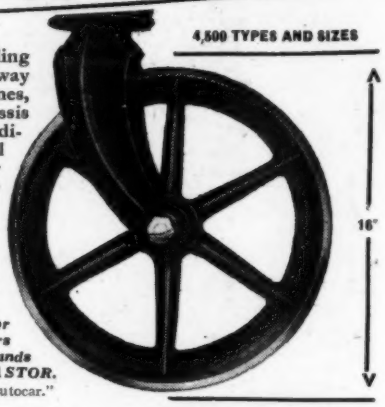

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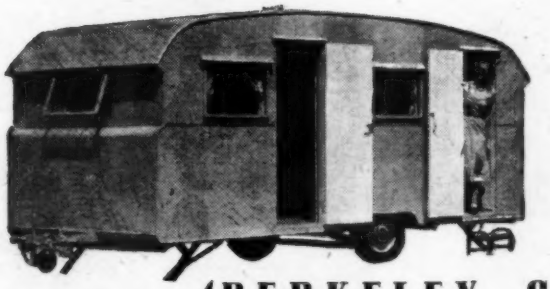

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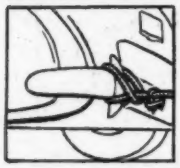

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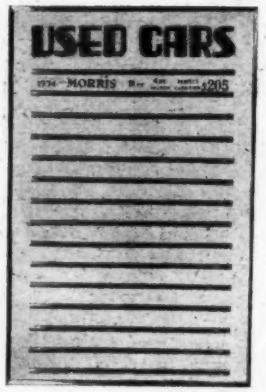

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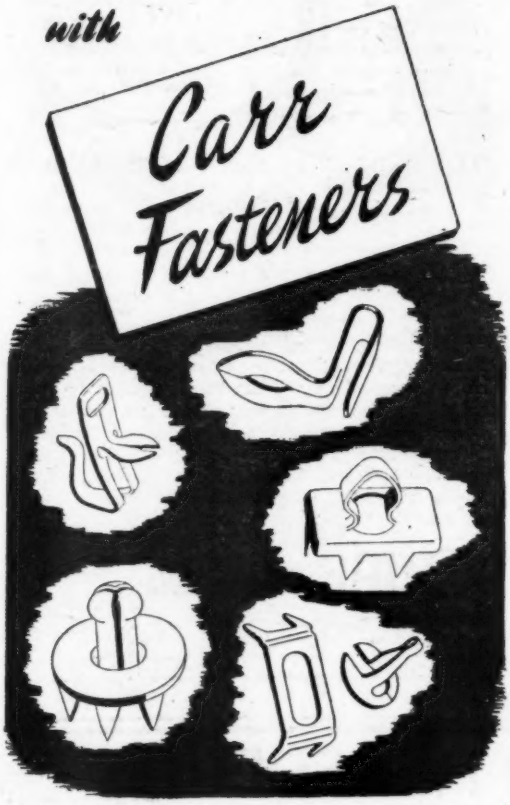

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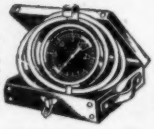

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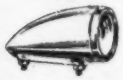

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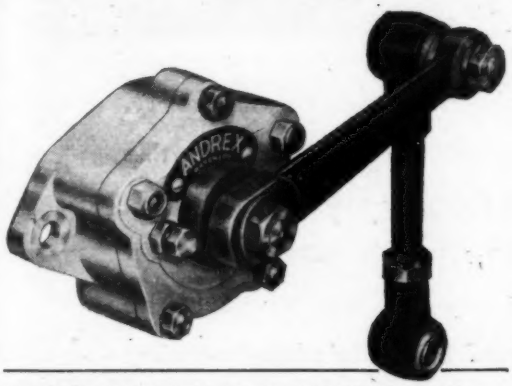

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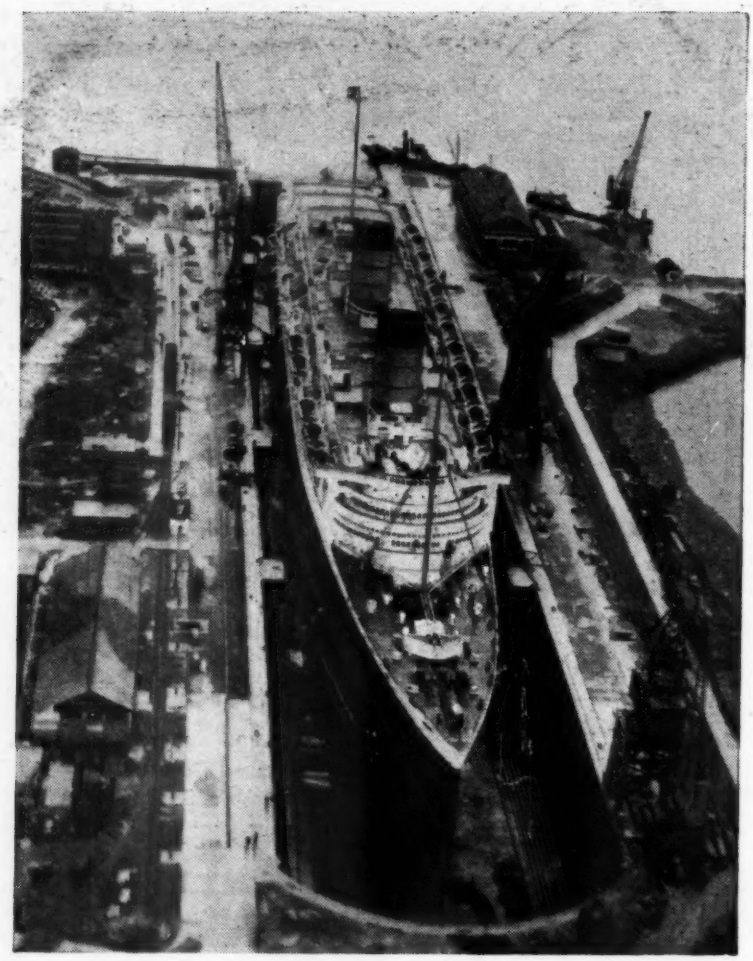

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The Autocar
FOUNDED 1895

No. 2843 FRIDAY, APRIL 28, 1950 Vol. XCV

Deliveries

FROM the continual flow of complaints in *The Autocar* post-bag it is only too evident that the allocation of new cars is a source of much unhappiness, and it must be stated frankly and with regret that considerable unfairness creeps in, mostly in the final stage from retailer to purchaser. As we have previously pointed out, however, what seems to be unfairness may often have a rough justice about it in that the recipient of the new car may be a more popular citizen than his fellow, although the aggrieved intending purchaser would no doubt argue that personal popularity in such a context is irrelevant.

The difficulty is to suggest a better method than the existing one, which no one has yet succeeded in doing. The size of the back-log of orders prohibits any kind of central register, for the Ministry permit system which broke down was almost exactly that. Nor do we approve of the suggestion that the B.M.T.A. Covenant should be extended. The one-year ban on sale is a necessary infringement of the liberty of the subject in present circumstances, but all such infringements are undesirable and should not be tolerated any longer than is necessary. To extend the Covenant would be to double its vices without doubling its virtues, for an extension would not eliminate such abuses as are now practised but would merely delay their reward.

The increased cost of motoring as a result of the Budget may lead to some cancellation of orders, but not an appreciable number. The public is determined that the car shall remain an accepted means of transport in this country, and good luck to it; for in being thus determined it shows more wisdom than its rulers.

It remains to appeal to all those concerned to allocate cars as fairly as possible. One day the shortage will disappear, and when that day comes those who have abused their position of privilege during the period of shortage will be remembered.

Bold Remedy

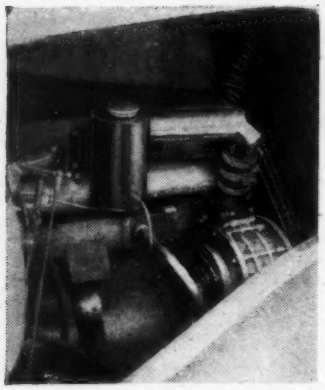
LORD NUFFIELD has, of course, pointed the real remedy for the unsatisfactory state of affairs in his recent statement at Oxford. His Lordship, who achieved his present position by a sagacious appreciation of what the public wants and what is good for it, pleaded that the home market should be freed. He stressed once again the paramount importance of large home sales as a stabilizing influence and a means of low prices, and it is to be regretted that this point of view is not hammered home much more frequently by the motor industry in general. As soon as overseas sales become more difficult—a point which Lord Nuffield considered was fast approaching—the industry will realize again the force of the argument.

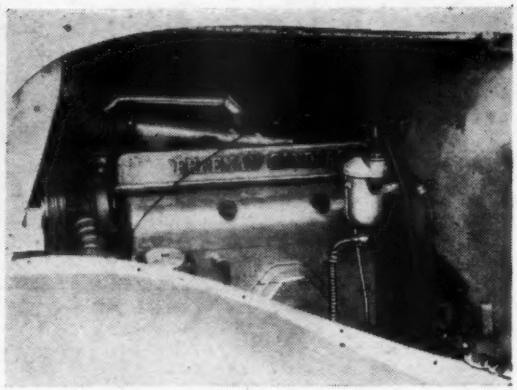
It is too much to hope that the administration will pay heed to Lord Nuffield's words when to the short-sighted all the advantages are in favour of the present restrictive policy. Freeing the home market while sheet steel is still not unlimited would mean a temporary drop in export sales and a spurt of inflationary pressure at home. Ultimately it should lead to lower prices and increased exports, and its incentive value might well prove galvanic throughout British industry, for nothing is more coveted than "a nice little car."

Restriction, however, shows direct immediate gains to a hard-pressed Government. Consequently only external circumstances are likely to force Mr. G. R. Strauss to relax his stringent home market allocation. But we would remind the Minister of Supply that the boldness of such men as Nuffield made Britain what she was until 1945, and urge him to read how, after the 1914-1918 war, a Mr. William Morris broke the economic log-jam by a reduction in the price of his cars of exactly £100. The story is recorded in the contemporary issues of this journal.

PROGR

CORNISH DESIGNER IS MAKING CAR POWER UNIT





Fitting the bonnet almost as snugly as the original unit, the Freeman-Sanders engine is not oversize for the car. The left-hand picture shows the heat-exchanger pipes and Centric blower.

IT is now fairly certain (the Budget was a reminder) that the advantages of the diesel engine for cars do not depend on the use of a cheaper fuel. If the diesel came into general use—and there are some who think that this is possible—the price of fuel would be immediately adjusted by an Exchequer always in search of its revenue. For many years past there have been spasmodic appearances of cars powered with this type of engine, and they have all performed to some extent satisfactorily. Nevertheless, there has been no serious assault on the position of the petrol engine in the sphere of cars. For heavier transport, the diesel has swept the board.

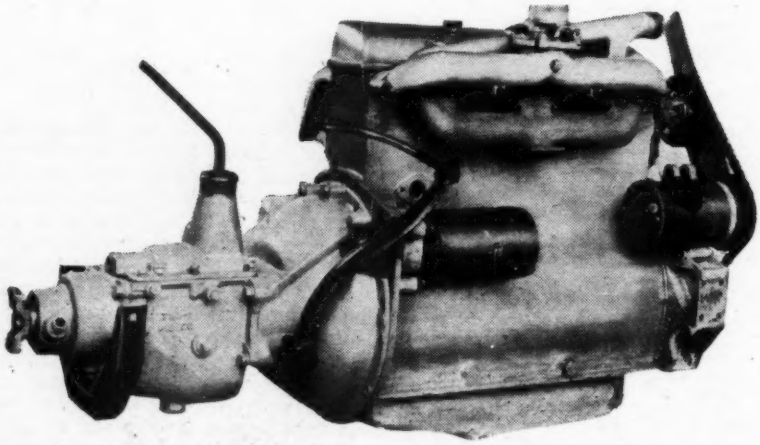
Diesels so far tried in cars have usually suffered from familiar defects such as "diesel knock" and roughness of various kinds. They were not, for the most part, designed initially for car use. The engine described, which was recently tested by *The Autocar*, was designed by a diesel consulting engineer, Mr. A. Freeman Sanders, whose laboratory is near Penzance, Cornwall, and who has always believed in the inherent suitability of the diesel for car use. The design now under development embodies a number of unusual features which the designer has evolved during many years of research. He hopes to continue the work, with the object of making a comparable engine to the petrol unit for cars.

When the advantages of lower fuel cost have been written off, as they must be, the diesel has still many good points, from the mechanical and thermal aspects. These are the foundation of Mr. Freeman Sanders' belief in the breed as a whole. The thermal efficiency is still far and away the best of any internal combustion engine's, and the torque characteristics, giving firm pulling at low speeds, are suitable for cars. Theoretically, at any rate, the smooth, progressive, constant pressure cycle of the diesel is valuable for small engines with few cylinders. Even with fuel costs no less (at present, of course, they are some 20 per cent less) there is considerable fuel economy. The car tried by *The Autocar*, a Studebaker Dictator, of 1935, gives a consumption of 35-40 m.p.g. with the Freeman Sanders engine.

This is a six-cylinder unit, supercharged, of 3in bore and 4in stroke (76.2 mm × 101.6 mm), developing 55 b.h.p. at 2,700 r.p.m. These figures in themselves are unusual to those who imagine the diesel must be always an engine of very long stroke relative to its bore. The capacity is 2,780 c.c.; this is almost a litre less than the engine of the original installation.

A brief description of its special features, and an impression of its road qualities, will convey something of the impact on the driver of this engine. The main difficulty, that of roughness at low speeds, has been overcome by using a special combustion chamber. To obtain the necessary compression ignition, the diesel engine has to suck in a full charge of air at all throttle openings. Injected fuel collects before ignition can take place, while the temperature of compression is still rising, and the knock which is caused by the explosion of this unburnt fuel is more noticeable at low speeds.

An additional trouble is the vibration resulting from the high, unbalanced torque reaction of the high compression. The Freeman Sanders engine has a separate combustion chamber, connected with the main cylinder by a narrow passage. The conditions of swirl that result from the shape of the combustion space—much of the swirl is caused by the "squish" effect of the piston head on the air—and the injection of fuel inside the separate combustion space, result in improved burning at all speeds. This Freeman Sanders head, which is a patented design, is the result of much study of swirl and turbulence and their effect on diesel engine combustion. "Diesel," incidentally, is perhaps a misnomer for the modern c.i. engine, which is quite unlike the original engines of low revolutions. A speed of 60 m.p.h., easily attained in the Studebaker, corresponds to some 2,600 r.p.m.



Neat, and not particularly bulky. Right-side view of the diesel engine stripped of extraneous equipment.

R ESSING THE DIESEL

The other unusual feature of this engine is a butterfly valve on the air intake, which restricts cold air entry when the throttle pedal is in its non-depressed position. It also by-passes hot air from an exhaust heat exchanger into the intake. This results in satisfactory combustion at low speeds. With the memory of tests of commercial diesel engines in cars, the smoothness of this engine was impressive, without any trace of knock, and with a hardly noticeable tick-over when using the optional free-wheel on the road.

The engine was small for the car,

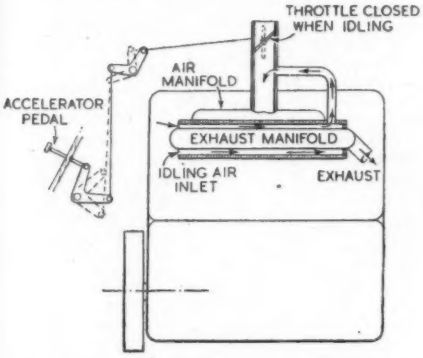


Diagram of the heat-exchanger, which contributes to the smooth running of the engine at all speeds. Air is heated by the exhaust manifold and fed to the intake at low speeds.

for the Studebaker Dictator (this one had a special body) of 1935 had an original engine of just over 3½ litres. The figure for lb per c.c. with the diesel is 1.35 as compared with the 0.95 of the original car. The Centric supercharger gives a boost of 1½ to 2 lb per square inch in cruising conditions. The installation uses the normal starter and battery, and there is no special heating equipment for starting. The engine, as observed, started without trouble, using a pre-selected air intake setting. Cold starting was not observed, and this is probably the only condition at which diesel knock is experienced with this engine. Nearly all diesel engine installations for cars have suffered from the fact that the engine is not designed for the car, and a slight tendency for the Freeman Sanders engine to stall on pulling away was put down to a somewhat fierce clutch on the Studebaker, and the fact that the car was under-engined by comparison with its standard petrol engine. The fuel pump on this engine is a normal C.A.V. unit. The question of fuel injection is one that is always cited against the diesel, and this precision item is still much more expensive than any carburettor. Mr. Sanders believes that suitable design and development could overcome this difficulty, and he is considering a rotary injector that will distribute fuel to the nozzles.

Drivers of most previous diesel installations have experienced some discomfort from the roughness of the engine as soon as speed was reduced in traffic, but this car could be handled throughout the speed range with complete satisfaction. It cruised comfortably at about 50 m.p.h., with a higher speed available if required. It pulled away from a steady 12 m.p.h. on top gear. Acceleration did not feel comparable with that of the petrol engine, but allowance must be made here for the low power-weight ratio of this installation. Cross-country cruising was admirably easy and fast. With a maximum torque at only 1,500 r.p.m. this was truly a top gear car and some exceptionally hilly Cornish landscape was covered with ease. The car suggested an ability to climb indefinitely on second gear (three-speed box), and there was no need to rush at the hills. Some under-gearing was apparent on top gear, but the box was the original one fitted to the Studebaker, with no overdrive available.

No Complication

Apart from the special air setting for starting, there were no additional controls on the car. The timing of the fuel pump, which must be varied over the speed range, is done from the accelerator pedal, which exhibits a positive step from a light to a firmer pressure during its travel. The tank capacity of the car was ten gallons, giving a range of 400 miles from tests of an unsupercharged unit. This would, no doubt, be slightly reduced as a result of the moderate degree of supercharge.

Mr. Sanders calculated, as a result of a recent Continental tour, that the saving on a consumption of 140 litres of diesel fuel, as compared with the 280 litres of petrol required for the same distance, was £6 18s, the figures based on French prices. These are quoted for their contemporary interest only, as the price advantages might not outlast a more general use of the diesel engine.

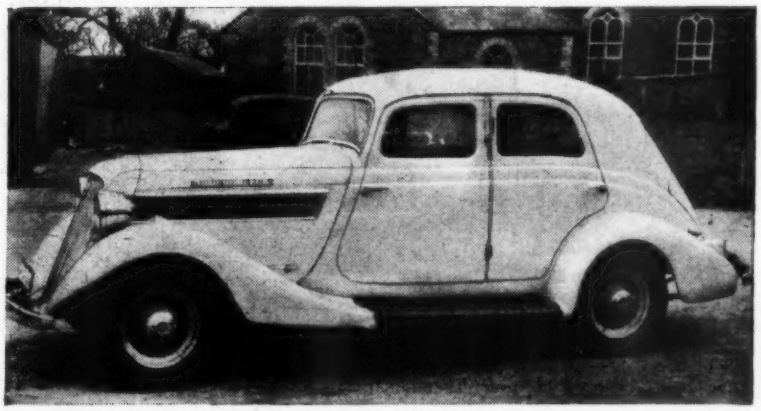
The laboratory where this engine is under development is small, but very well equipped, and a programme of work intended to endow the diesel engine with qualities even better suited to the car is in hand. Compactness, for research work, is a quality as useful as any, and this self-contained laboratory permits considerable concentration on the current problem. The importance of turbulence has been mentioned, and among the equipment is a transparent combustion head, wherein the flow of air may be studied by means of particles.

In what is (to the diesel engineer) a petrol-engined wilderness, the voice of the advocate of such engines for cars may seem a lone one. The results of this test suggested some of the qualities on which the confidence of at least one engineer is based. The jack-in-the-box appearance of the gas turbine car has made the question of the power unit of the future even more open. Fuel injection is undoubtedly one of the major obstacles to the diesel, and it will be interesting to see whether development can overcome it. On the simple grounds of efficiency the diesel will have many followers. J. F. H.

SPECIFICATION

Six cylinders; supercharged; 4-stroke; water cooling. O.h.v., 76.2 mm × 101.6 mm (2,780 c.c.) B.h.p. 55 at 2,700 r.p.m. Compression ratio, 16 to 1. Dry weight of engine, 396lb.

The 1935 Studebaker Dictator, used for the tests of the 2½-litre diesel engine.



One Thousand Desperate

FERRARI (MARZOTTO) WINS MILLE MIGLIA AFTER APPALLING WEATHER CAUSES MANY ACCIDENTS

Brescia, Monday, April 24.

THE seventeenth Mille Miglia held last Sunday saw the record total of 383 cars in sports, touring and standard categories pass the scrutineers. It was one of the most difficult races ever held. Torrential rain and hail, mist and slippery roads, darkness and heavy traffic, wore down the nerves and the stamina of drivers and there were many accidents, some fatal. The first car started at midnight on Saturday, but it was the early hours of Monday morning before the stragglers arrived back at Brescia. The difficulty of policing the long route over this period of time is obvious, and some reduction in entries seems essential if the dangers are to be reduced to reasonable proportions.

The race was a great triumph for private owner Giannini Marzotto, second of a family of four racing brothers, all of whom drove Ferraris. Giannini has been successful in touring events with a Lancia Aprilia, but driving his new Ferrari Superleggera coupé, which was seen at the Geneva Show, with the engine modified to give 2,340 c.c., he pitted his skill against such racing stars as Ascari, Villoresi, Fangio, Biondetti and Serafini, and scored a brilliant victory at a speed of 76.562 m.p.h., despite the awful conditions.

Marzotto's car was one of several modified to bring them into the unlimited category, but the drivers found themselves confronted by works cars, driven by such formidable opponents as Ascari and Villoresi, with a new 3.3-litre engine. Alfa-Romeo were strongly represented by Juan Fangio, Rol and Bonetto with special short-chassis coupés which have swing axles and transverse springs at the rear. One of these, in the hands of Sanesi, had a new experimental 3-litre engine. Biondetti, four times winner, had chosen an XK120 Jaguar which was lightened and, incongruously but usefully, fitted with radio in order to receive race bulletins *en route*.

Other XKs were driven by Leslie Johnson, T. H. Wisdom and Anthony Hume, Nick Haines and Haller, and two Swiss drivers, Ideb and Gaboardi. The Silverstone Healey with Nash engine giving 138 b.h.p. was in the hands of Donald Healey, and Silverstones with the normal engines were driven by P. A. Wood and Peter Monkhouse, Robin Richards and Rodney Lord. The ex-Hichens Aston Martin was handled by Stapleton and Prince Ruffo.

The 2-litre sports class was dominated by Ferraris and Maseratis, while the 750 and 1,100 c.c. sports classes produced a wonderful array of fast specials, in the designing of which Italian engineers are the undisputed masters. The 1,100 c.c. Abarths were challenged by the new twin-camshaft Oscas, one of which was driven privately by Fagioli, middle-aged veteran of pre-war Grand Prix racing, to win the 1,100 c.c. class. Strong competition came from the group of Erminis, which have tubular chassis and four-cylinder twin-camshaft engines said to achieve 10,000 r.p.m., also the latest Stanguellinis, also with four-cylinder twin-overhead camshaft engines.

Potent Small Cars

The National Touring category constituted a private race between Fiat 500s, 1,100s, and Lancia Aprilias, which again achieved astonishing averages.

The International Grand Touring category, severely reduced by new regulations, was a fairly easy win for Schwelm, the Argentine driver, with a Superleggera Alfa coupé. Three Jaguars had cabriolet tops but failed to qualify in this category as they were ten centimetres under the minimum dimension from pedal to rear axle. Healey saloons and tourers also were not eligible, being one inch under the minimum body width.

Weather forecasts before the start were gloomy, but drivers cheered up when Saturday night broke clear with a bright moon and stars. The touring and small sports cars had a clear run over the first section during the small hours, but mist arrived later, and as dawn broke and the fastest cars approached the starting line, a deluge descended and turned the first 150 miles of road into a skating rink which provoked a series of disastrous crashes. Car after car rocketed away from the starting line as though competing in a Grand Prix, and several small cars went off the road early on, without serious damage to crews; but within a few miles of the start Bassi, the Brescia champion, lost control of his Ferrari at a bridge and crashed. He died soon afterwards, but his mechanic was not dangerously hurt. At 15 kilometres from Padua, Prince Lanza, one of the organizers of the Targa Florio, skidded on another bridge, somersaulted over the embankment, and rolled over several times in his Cisitalia coupé; miraculously, he escaped with only a cut arm, and his co-driver with a cut head. The car was towed back to the road and driven back to Brescia. Before they got away, however, Wood, driving in his first Mille Miglia, had crashed his Healey at the same spot; he broke a leg and Monkhouse, his co-driver, was thrown against a hoarding carrying, ironically, the words "Good Luck" in English. He was fatally injured. Richards, still under treatment after breaking both legs, ditched his Healey soon afterwards and broke one leg again, but Lord, his co-driver, was unhurt. Sanesi had crashed his 3-litre Alfa at the same spot minutes before.

Battlefield

One driver said that the countryside was "littered with Ferraris." Umberto Marzotto shattered his 2-litre against a tree, without serious damage to crew, and his brother Paolo ran off the road. Alfa-Romeo had suffered a severe setback when Sanesi crashed. He damaged an arm and mechanic Bianchi broke a collar-bone. The French D.B., driven by René Simone and De Marco, hit some level crossing gates, and Pizzo Ronconi (Fiat) hit a tree near by.

Amid this chaos of crashing cars G. Marzotto took the lead, driving his blue coupé comfortably in a faultless lounge suit. At Ravenna control, 118 miles from the start, he had 2.5 min lead on Villoresi with the new 3.3-litre Ferrari, and had averaged 88 m.p.h.—a wonderful achievement. Next came Serafini with the open 2,340 c.c. Ferrari, and Bonetto with the 4-litre V12 Alfa, an ex-Grand Prix car built to the 750 kilogramme formula, but with blowers removed and two-seater body fitted. Biondetti (Jaguar) was seventh on time elapsed and Haller, also with a Jaguar, was holding tenth place.

Meanwhile fleeing ahead was the flock

Villoresi and his mechanic Cassani awaiting the start with one of the new 3.3-litre Ferraris: this car has full-width Superleggera bodywork.

Miles

This year's Mille Miglia course.

Biondetti's XK Jaguar speeds down the wet road out of Brescia. This car had small Perspex screens and a radio to pick up news bulletins en route.

of small touring cars led by the Standard Fiat 500 coupé of Piodi and Citterio, which averaged an astonishing 62 m.p.h. to Ravenna. A Fiat 1,100, driven by Marin and Golfetto, was maintaining 66.

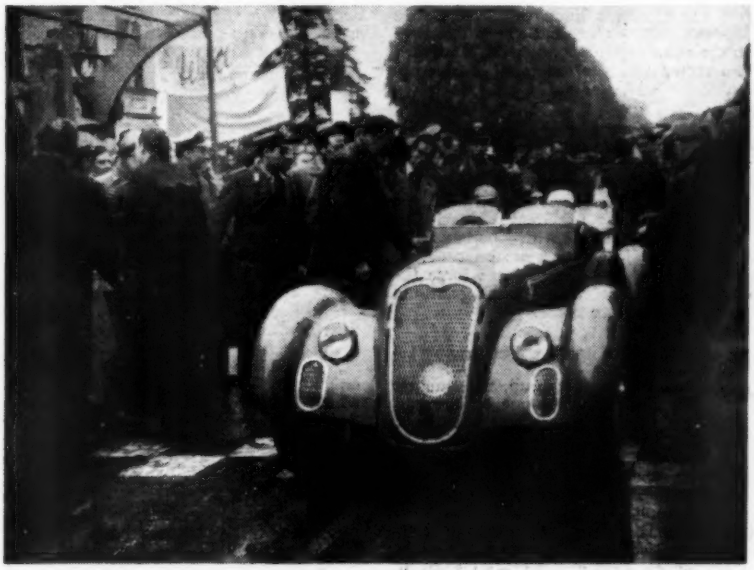
News of further crashes continued to arrive and Squarcina reported a fractured shoulder after an incident in a Fiat 1,100. Fortunately the weather was clear over the Adriatic and the sea sparkled in bright sunshine as the cars hurtled down the fast coast road. Averages went up rapidly and Villoresi was able to use his extra power to take the lead. By Pescara he had averaged 92 m.p.h. for 375 miles. But Marzotto, unperturbed, was still in second place in the general classification.

Bernabei was out of the race with the 2-litre Ferrari, but Serafini, with the 2,340 c.c. car, was successfully holding off Ascari, with the 3.3 engine, who was throwing treads off tyres at speed. Bracco and Maglioli, and Stagnoli and Bianchi, on Ferraris, were leading the 2-litre class, with Cortese (Frazer-Nash) third.

As usual, tremendous speeds by 750 and 1,100 c.c. sports cars challenged the slower cars in the larger categories; Bordini and Da Grada, in the 750 c.c. Da Grada, averaged over 71 m.p.h. to Pescara, and Sighinolfi and Gambarani, in a Stanguellini Fiat 1,100, averaged 81.

The rough and tortuous section across the Appenines to Rome pulled the averages down again and mechanical troubles were by now developing on the faster cars. Ascari and Villoresi both discovered that the new Ferrari engines were too powerful for their chassis and retired with broken transmissions. Leslie Johnson's screenwiper had failed and he drove two-thirds of the race propped up to see over the screen whenever rain fell, which was frequently. The brakes failed on Rol's Alfa-Romeo coupé at a downhill corner and the car ran up a grass bank as high as a house, without injury to the driver.

Weather was clear at Rome but the light was fading for the faster cars, and by Leghorn they were using lights. At the Rome control Marzotto was a minute in hand over Serafini, and Fangio was driving grimly to hold third place. Ten minutes behind, Cortese had got the Frazer-Nash two minutes ahead of the leading Jaguar driven by Johnson. The Haines-Haller Jaguar was in ninth place and another XK Jaguar, driven by Gaboardi, was running twelfth in the general classification. Donald and Geoffrey Healey lost time when they were forced off the road by a truck, but the car was lifted back to the road by a helpful group of priests and continued. Unfortunately the control for the overdrive had been smashed and the drivers were obliged to continue running the Nash engine continuously at 5,000 r.p.m. They were now very late and, to add to their troubles, missed the route at Pisa, but returned and eventually finished.

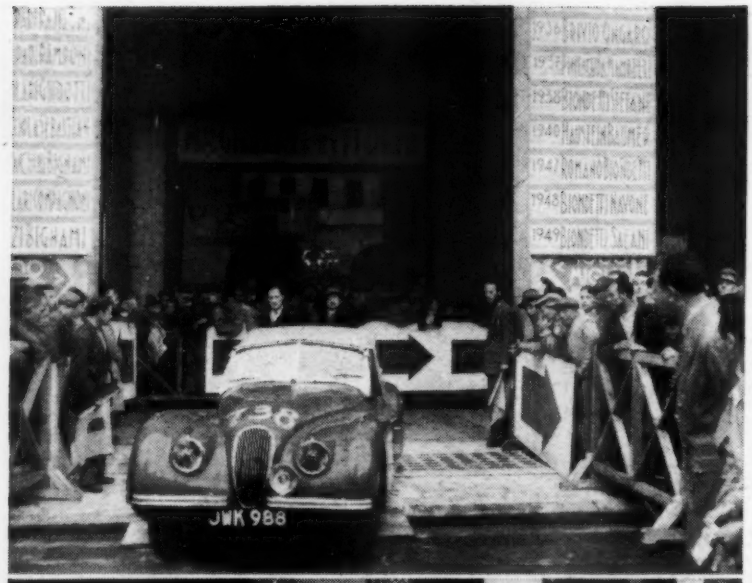


The V12, 4-litre Alfa-Romeo of Bonetto was the car built to the pre-war 750 kg Grand Prix formula, running without the blower and modified to take two-seater sports bodywork.

Limping Home

Biondetti's Jaguar broke a rear spring but the mechanic patched it up and the car continued to finish after a delay of about 40 minutes.

At Leghorn control Jaguars were running five, six, seven, eight and nine in the unlimited sports class. Cortese (Frazer-Nash) was now second to Bracco (Ferrari) in the 2-litre sports class, and Fagioli was making up time on Sighinolfi for the lead in the 1,100 c.c. sports class. The lead in the over-1,100 c.c. touring category was now held by the Lancia Aprilia of Perobelli and Cremonesi, at 69.5 m.p.h.,



Healey drivers Philip Wood, Donald and Geoffrey Healey, Rodney Lord, Robin Richards and the ill-starred Peter Monkhouse. Top : The XK Jaguar of Wisdom and Hume at the scrutineering in Brescia.

21 minutes ahead of the next car in the class.

Rain and the head lights of approaching traffic were serious hazards to competitors on the Futa and Raticosa passes, and some drivers of open cars were almost stunned by enormous hailstones at one point. The sports Fiat of De Sanctis hit a bridge and spun in front of other competitors, and several drivers were injured in this multiple crash. At Bologna it was a dark and wet night, but thick crowds lined the streets. In Modena, where there is a sharp left turn in the centre of the town, a bugle warned the crowd to clear the road as cars approached. Wisdom, who had entered a Jaguar at the last moment, had been delayed, first by a loose wheel and then by a sticking throttle. He missed the corner at Modena and took the escape road, but Haines, who was following, hesitated and was lost; he crashed into a wall. Wisdom was finally put out by a transmission failure only about 30 miles from the finish.

1,000 Dangerous Miles: continued

At 6.28 p.m. Leonardi and Prosperi (Fiat 500) crossed the finishing line in Brescia. This was the first time that a baby car had got right round the course without being overtaken by one of the fastest cars and the fact reflects the great length of the entry, with the most powerful cars starting over seven hours after the leaders. Marzotto was not in until nine o'clock, but large crowds were still braving the downpour in Brescia at midnight on Sunday. On Monday 213 cars were reported to have completed the course, and they included the Healey Silverstone driven by the Italians Mostel and Castelbarco.

RESULTS

Race distance 1,682.5 kilometres (1,045.5 miles).

General Classification: Ferrari 2,340 (Giannini Marzotto : Crosara) 13 hours 39 minutes 20 seconds, 76.562 m.p.h. Ferrari 2,340 (Serafini : Salani) 13h 46m 53s. Alfa-Romeo 2,443 (Fangio : Zanardi) 14h 2m 5s. Ferrari 2,000 (Bracco : Maglioli) 14h 7m 23.6s. Jaguar 3,442 (Johnson : Lea) 14h 29m 27s. Frazer-Nash 1,971 (Cortese : Teverazzi) 14h 33m 59s. Osca 1,100 (Fagioli : Diotallievi) 14h 34m 44.4s. Jaguar 3,442 (Biondetti : Manzoni) 14h 38m 39.8s. Ferrari 2,340 (Vittorio Marzotto : Fontana) 14h 39m 2.6 s. Alfa-Romeo 2,443 (Schwelm : de Simone) 14h 45m 51.2s.

Over 2,000 c.c. Sports: Ferrari (Marzotto (G.) : Crosara) 13h 39m 20s, 76.56 m.p.h. Ferrari (Serafini : Salani) 13h 46m 53s.

2,000 c.c. Sports: Ferrari (Bracco : Maglioli) 14h 7m 23.3s, 74.03 m.p.h. Frazer-Nash (Cortese : Teverazzi) 14h 33m 59s.

1,100 c.c. Sports: Osca (Fagioli : Diotallevi) 14th 34m 44.4s, 71.71 m.p.h. Fiat (Montanari : Filangeri) 14h 51m 47.2s.

750 c.c. Sports: Fiat Petrarca (Leonardi : Prosperi) 15h 55m 40s, 65.73 m.p.h. Fiat Giannini (Stanga: Stanga) 16h 11m 27s.

1,100 c.c. Touring: Fiat (Mancini : Renzi) 17h 8m 29.8s, 60.99 m.p.h. Fiat (Segre : Valenzano) 17h 12m 48s.

International Grand Touring: Alfa-Romeo (Schwelm : de Simone) 14h 45m 51.2s, 70.81 m.p.h. Alfa-Romeo (Amendola : Pinzero) 15h 35m 40.2s.

Over 1,100 c.c. Touring: Alfa-Romeo (Vornaggia : Mantegazzi) 15h 48m 37s, 66.13 m.p.h. Lancia Aprilia (Perobelli : Cremonesi) 15h 50m 34.8s.

750 c.c. Touring: Fiat 500 (Piodi : Citterio) 18h 43m 57s, 55.82 m.p.h. Fiat 500 (Castellarini : Coffaccioli) 19h 7m 11s.

FIFTY YEARS AFTER

AN event which represents a landmark in the history of the early days of motoring was celebrated on Tuesday by a luncheon given at the Royal Automobile Club to survivors of the 1,000 Miles Trial of 1900 on the fiftieth anniversary of that event.

Seventeen of those who took part in the event were present to exchange reminiscences under the chairmanship of Mr. Wilfrid Andrews, chairman of the R.A.C.

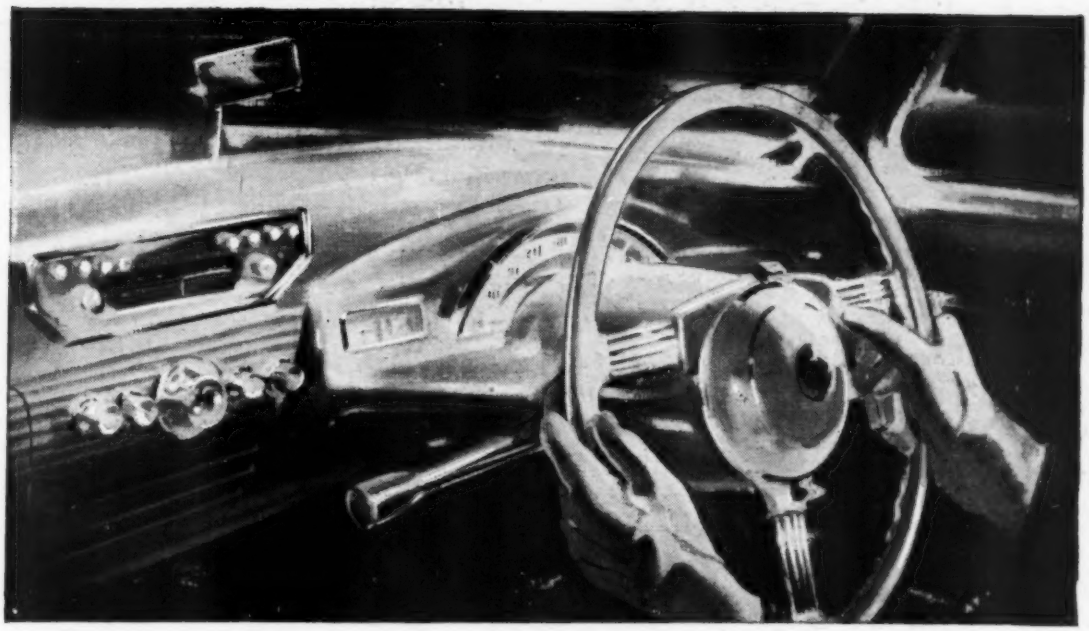
In a powerful speech Mr. Andrews confessed that he used the opportunity to speak on behalf of the national body at this moment in criticism of the fresh evidence of Government restriction on road transport through the recent tax increases. He congratulated the pioneers represented by those present, and pointed to their intrepid spirit and enthusiasm in days when every run was an adventure and every driver of a car was the target of the police. Those who took part in the Trial—organized by the Automobile Club of Great Britain and Ireland, now the R.A.C.—perhaps did greater than they knew at the time, he said, and did not realize what force the movement they were starting would gather in years to come.

Recognizing the Autocar

That theme was taken up subsequently by Lord Iliffe, himself one of the survivors of the Trial, when he stressed that this event made the public realize for the first time that the horseless carriage, then thought so odd and so much criticized, was a great development which would revolutionize society.

Humorously, Lord Iliffe objected to the use of the word survivors in this connection, which had puzzled him when he was first asked to reply to the toast, for it signified to him escape from a catastrophe, which certainly was not apt in this instance. A reminder that the 1900 event was run in atrocious weather was topical to his hearers, who had been greeted that morning by one of the caprices of the English spring in the shape of an inch or so of snow.

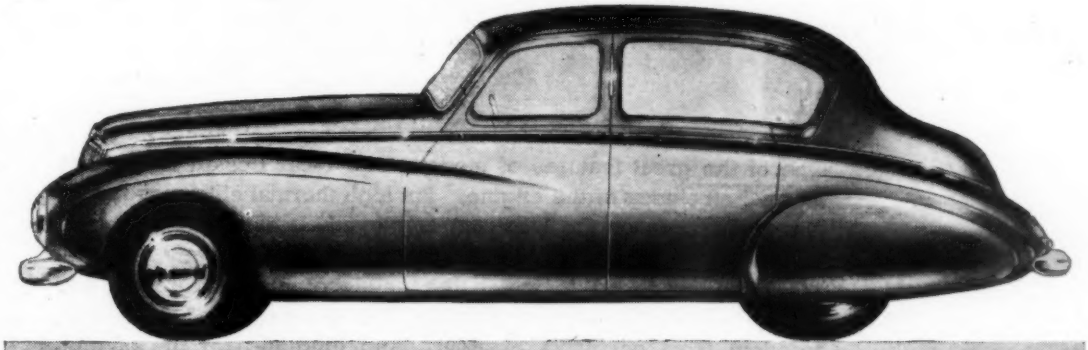
Those present who took part in this historic trial in the annals of motoring were, besides Lord Iliffe, Lord Kenilworth, St. John Nixon, Mrs. Iltid Nicholl (the only lady present and one of two who took part), Hubert Egerton, George Lanchester and Frank Lanchester, Lt. Cdr. Grahame White, Shrapnell Smith, Lt. Col. A. E. Rose, A. Millership, J. A. Holder, Sir Robert Bird, R. Winn, H. J. Mulliner, J. S. Mallam and G. H. Stancer. It formed yet another reminder of the comparative newness of motoring that here were gathered men, most of them in good health and still active, who can be said practically to have started an amenity without which life would seem now incomplete.



Everything under Control...

The man who sits behind the wheel of the Sunbeam-Talbot is the man who knows and appreciates that sense of complete mastery which comes from driving an essentially safe, controllable car. Powerful, efficient O.H.V. engine provides vivid acceleration and effortless high-speed cruising. Within his reach, lie all necessary controls, and the easily read instruments are visible through the unobstructed top half of the steering wheel, itself set nearly vertical for precise needle eye steering. The "Opticurve" Panoramic windscreen offers vision free from distortion and dazzle, while all the stopping power of Lockheed hydraulic two-leading-shoe brakes are at his command. Fully proved Synchromatic finger tip gear control is ideal for the sports car driver, and added to all these features is a remarkable degree of comfort, and spacious enclosed luggage accommodation.

Sports Saloon *Sports Convertible Coupé*



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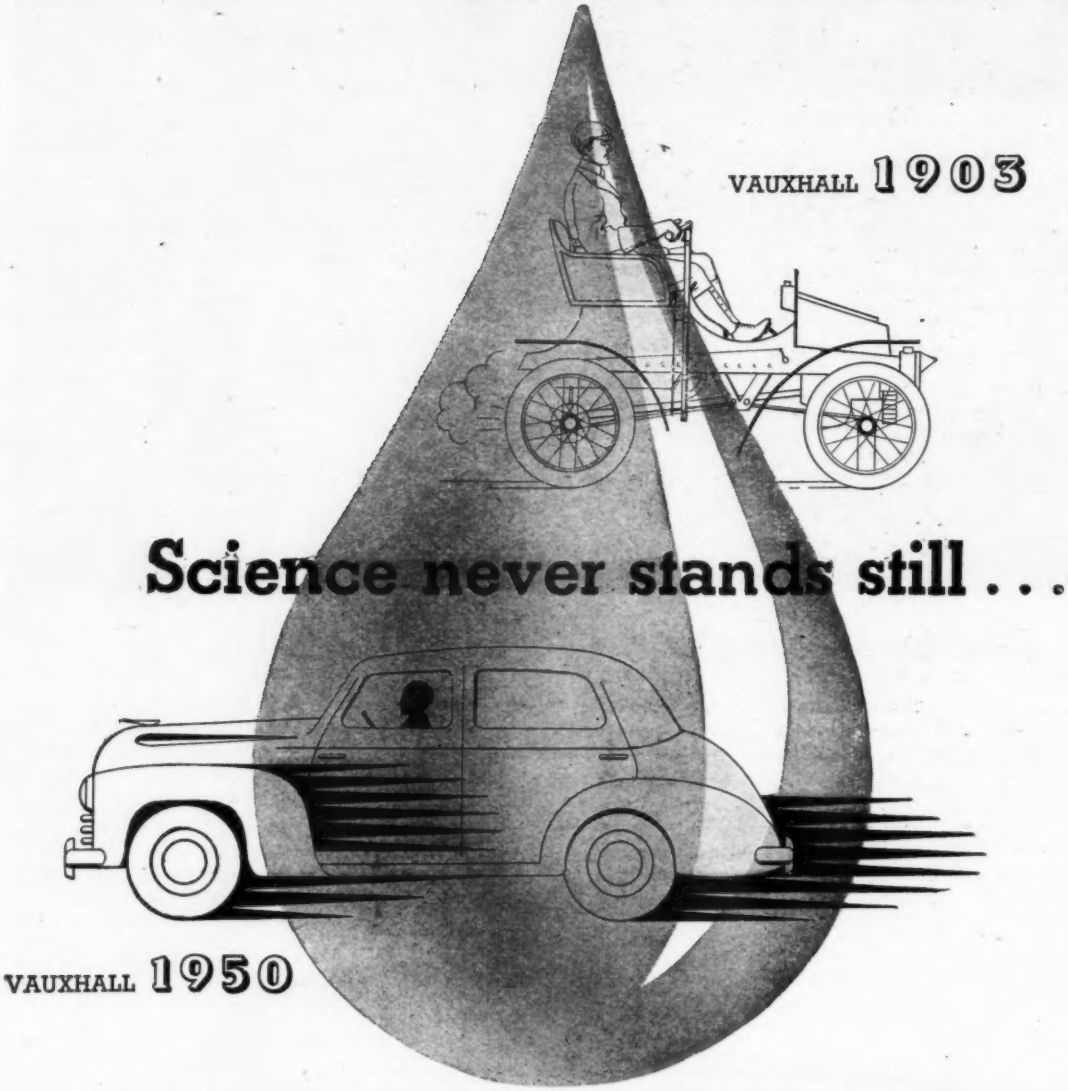

One of the great features of modern motor-car design is the high thermal efficiency of the engine. But high thermal efficiency makes heavy demands on the lubricant employed. With the combined resources of Price's and the Anglo-Iranian Oil Company, Energol has been produced to match the needs of the modern engine. It means easy starting in cold weather, smooth running in hot weather, freedom from corrosive elements, and long life for the engine.

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Recommended by Vauxhall Motors Limited and the majority of modern motor car manufacturers.

PRICE'S LUBRICANTS LIMITED LONDON

Disconnected Jottings

BY THE SCRIBE
Drawings by Barry Appleby

Record-holder

MENTION of the unpronounceable Jabbeke-Aeltre stretch of road in Belgium brings to mind two names, unconnected. One is Goldie Gardner, the other the Jaguar XK120—both record-holders. The third name that deserves equal prominence belongs to one of those nice people in the motor industry who is seen too infrequently. He is lean, weatherbeaten and diffident, and is R. M. V. Sutton, who drove the Jaguar on its record run.

I ran across him at the Lindley Proving Ground recently, and we drank coffee together. After, we clattered down the stairs and out to the celebrated white XK120 with which Ron Sutton is inseparably connected. He donned a white helmet, Mephistophelian goggles, and slipped into the driving seat. The exhaust crackled and the white car shot away in a great swirl of spray from the wet track. A lap or two of warming up and then I watched Sutton come down the straight to take a wide corner. "At the point where the track surface changes colour," he had said, "I cut the engine in weather like this." "And the speed?" I queried. "115 m.p.h."

The white streak shot past; the engine was cut. Meticulously, and with everything at max. strain, the XK took the corner—a lovely sight—and I followed it back to the control tower in my sober saloon.

"R. M. V." is, of course, approaching the "veteran" class as regards speed driving. Away back, he will be remembered as a driver of Lea-Francis cars in races.

✦ ✦ ✦

Lights

MY previous car spread a diffused beam to light my path; my latest has a crisply defined central bright patch and then diffusion towards the verges.

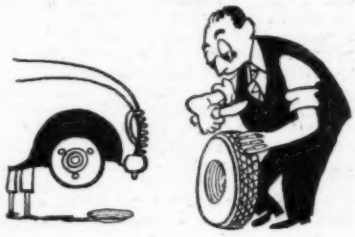
I'll take the second system. With the former car I never felt that the lights reached quite far enough ahead, although they were of equal brilliance to those of the latter, whose pencil centre beam keeps me happy up as far as I wish to go in m.p.h. Moreover, when the light is dipped the beam goes down with a positiveness that other drivers seem to find gratifying, whereas the dipped diffused beam often had me wondering whether the switch was in the dipped position or not. In fairness, though, I must admit that I rarely received a protesting switching-up from oncomers.

Whether dipped or not.

✦ ✦ ✦

Changee for Changee

IN the bright sunshine the other morning, an energetic Scribe could be seen making an all-round wheel change, including the spare. This is a job which I enjoy, because it forces me to be methodical, something of which I am rarely capable. It is, in fact, quite an exercise in method. First you must extract the spare wheel, examine its tread, and decide on which hub it should go after examining the other treads on the car. Next you must remove hub caps. Third, slacken off all nuts with the brace; then up she goes (presuming four-wheel jacking to be fitted). From now on the job is capable of a little variation, but it is also capable of much confusion if you forget which is the spare wheel; I usually put that on first. What you must not forget is to de-flint the tyres as they are freed from the car.



Always worth while.

All set, and the nuts can be screwed up fairly tight by putting the knee or foot against the wheel being tightened. Now comes a moot point. Should the car be lowered so that all the weight is on the tyres before final tightening? Somehow that offends my sense of fitness, because it must put such a strain on the threads. As a result your Scribe goes all dainty, and lowers the car until the treads are just contacting the ground. He then tightens, lowers finally, and does a last all-round check before replacing hub caps. Also, he must confess that he bends down and peers under the car to make sure that the stalks have gone safely back.

Incidentally, applying further logic, de-flinting is always worth while, quite apart from its tyre-saving virtues. If sharp flints are left in while the tread wears down, it stands to reason that ultimately the majority must cause slow punctures.

✦ ✦ ✦

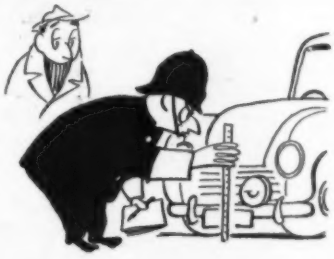
Mortifying

PRECEDING a motor cycle-mounted colleague through the back streets of South London the other day, I trod hard on the throttle pedal and whisked my independently sprung car round a sharp bend. Later I saw him on foot. "You know," he said, "it always amuses me to watch the contortions of the outside front wheel of an i.f.s. car when it goes round a bend fairly fast. All pretensions of uprightness disappear and the sight is something to be believed. What it does to tyre wear I hate to think." So did I, ruefully remembering the shaky bank balance. He commented on the remarkable fact that the contortions can never be felt through the steering wheel. Come to think of it, it *is* remarkable.

✦ ✦ ✦

Enforce or Scrap

THREE laws should be either enforced or discarded, for disregarded laws bring contempt in their wake. One is the parking law after dark. It is illegal to park after dark with the lights facing "the wrong way"—in other words, on the right-hand side of the road to the driver who is parking. Yet nearly everyone does it. This one I would enforce. The second is the law forbidding hooting after 11.30 p.m. Few motorists seem to know of its existence, fewer still pay the slightest heed to it. This one I would throw away, for courteous drivers avoid horn-sounding in built-up areas late at night in any case. Thirdly comes the new law about the height of pass lamps; it is a bit early to discard it, for it has never been given a trial, but it must be sooner or later if any sense is to come of it. How is it that laws are made before the police are consulted as to whether or not they can enforce them? Let's ask Mr. Ede.



Height of pass lamps.

NEWS and VIEWS: BUDGET UPROAR — NEW YORK SHOW'S BRILLIANT SUCCESS

Holden Output

THE 10,000th Australian-built Holden car has been completed at General Motors-Holden's works, Melbourne.

Quality Prices

AS a result of the Budget the prices of quality cars previously charged double purchase tax have been lowered substantially. New price details to date will be found in the Buyers' Guide published on page 488.

Baxtrol and the 9d

THE extra tax on petrol also affects the unrationed Baxtrol fuel. Already 6s a gallon, the price increase is so onerous that the manufacturers have decided to stand 3d of it themselves. The new price is therefore 6s 6d.

No XKs for Home Market

NONE of the new Jaguar XK120 cars has been released for the home market, but the demand for this model from the U.S.A. and Canada is so considerable as to set major problems in front of the makers, in view of the steel shortage.

New Lighting Regulations

NEW lighting regulations for vehicles have been made which affect the height of head lamps on cars first registered on or after January 1, 1952. These will have to be placed not less than 2ft 2in from the ground (except lamps used only in fog or falling snow) and not more than 3ft 6in.

New Nash Rambler

A NEW five-passenger convertible, priced below the lowest models previously on the market, has been produced by the Nash company as an addition to their Ambassador and Statesman range. The car is named after the first Ramblers made by Nash in 1902.

Of integral construction, the convertible has steel side rails at the top of the side window frames, which also carry the connections for the electrically operated head. Front and rear wheels are enclosed within the wings and, while a chrome rubbing strip runs the length of the car along the lower edges of the wings, in the modern fashion, chromium plating is more restrained than on contemporary U.S. models.

Air heater and radio are fitted as standard, and a petrol consumption figure of up to 30 m.p.g. is claimed.

Citroen Prices

THE prices of Citroen cars delivered on or after May 1 have been increased. The price scale is:—

	Old Price £	New Price £	Total with P.T. £ s d
Light Fifteen Saloon.			
Fixed head	570	595	761 0 7
Sunshine roof	575	605	773 16 2
Six-cylinder saloon.			
Fixed head	850	885	1,131 11 8
Sunshine roof	857	897	1,146 18 4

Triumphant Ending

FINAL attendance figures for the British show of cars in New York's Grand Central Palace show that all expectations have been exceeded. No fewer than 109,712 people had visited the exhibition when the doors closed last Sunday night. Various unofficial figures have been quoted for orders booked, but as most were based on requests that were referred, as a matter of course, to the local dealers, accurate computation is not possible. It can be stated with confidence, however, that manufacturers are well pleased with the results of the show. Mr. J. F. Bramley, Austin's export director, expressed surprise at the interest shown, which he said was exceptional. Orders had accrued which would take a substantial increase in shipments to meet.

Many Americans discovered that saving could be effected by ordering a car at the show or in America for delivery in England or on the Continent upon their arrival for a summer holiday. As a result many orders of this type have been received. The economy in performance of British cars is also newly appreciated, for the m.p.g. figures of a British car can be as much as double those of an American model. Perhaps the most striking order went to a commercial firm of West Drayton, Middlesex — for 28 double-decker buses for Montreal, Canada.

American newspapers continued to support the British effort and to commend the broad outlook of American industrialists from Detroit who praised it. Leading articles pointed out that if America bought sufficient British goods the necessity of Marshall Aid would disappear.

During the Show Sir William Welsh, S.M.M.T. representative in New York, announced that there were now 500 service stations in America servicing British cars, and emphasized that this was regarded as a step in the right direction of a nation-wide network. It was also announced that in the last three months of 1949 U.S. sales had increased over the previous three months by 500 per cent.

The only jarring note at the Show was provided by the Budget news from Britain, which excited the comment "appalling" as an immediate reaction from British officials present.

Caravans on View

DESPITE the strenuous day which Councillor B. S. Cooper, Mayor of Stratford-on-Avon, must have had on Thursday of last week by reason of the Royal visit to Shakespeare's town, he found time on Friday, April 21, to open a trailer caravan exhibition at Wootton Hall, Wootton Wawen, near Stratford, organized by Trailer Publications, Ltd. On the opening day not all the caravans expected, about sixty, had arrived, but there were sufficient of all types and sizes to make a very interesting display. They are in a tree-studded meadow which forms an ideal site; Wootton Wawen is about sixteen miles from Birmingham and is a natural centre for about twenty Midland towns, being only a few miles from Stratford, Warwick, Leamington, Coventry, Alcester, and Worcester—a point which was made by Councillor Cooper in his welcoming remarks to the visitors. The exhibition closes on April 30.

Slightly smaller than the existing saloons of the Nash range, the Rambler convertible has enclosed wheels and a restrained styling.

NEWS and VIEWS . . . . . continued

February Production

NEW car production in February continued at a high level, the total being 40,694. Of these, 32,620 were for export (about 73 per cent), and the c.c. categories were as follows:

	Feb.	Jan.
Up to 1,600 c.c.	27,655	27,389
1,600 to 2,200 c.c	7,231	6,603
Over 2,200 c.c.	5,808	5,665

In France Again

AMONG the vehicles carried on one of the early crossings this year of the Silver City Airways car ferry to the Continent was a 1904 Darracq, which left Lympne on Friday, April 14, in the morning, and arrived at Le Touquet (to continue its journey to Nice) twenty minutes later. The Darracq was driven by Mr. R. D. Gregory, the owner, who won the Norwich Rally of last year in this same reliable veteran car.

The fine brass head lamps on the Darracq, made by Bleriot, of London and Paris, provided some curious reflection on changes in cross-Channel transport services.

"Trader Handbook"

THE 1950 edition of the *Trader Handbook*, a legal, technical and buying guide, has now been published for members of the trade. It is available at 12s 6d post free from the Trader Publishing Co., Ltd., Dorset House, Stamford Street, London, S.E.1.

Allard Owner's Holiday Rally

IN conjunction with the Motorists' Travel Club, the Allard company has arranged a Continental holiday rally for Allard owners, from July 9 to 23. France, Switzerland and the Italian Dolomites will be visited and the itinerary has been arranged so that competitors in the Alpine Trial will be seen at Cortina.

Fiat Record

THE Fiat works in Turin produced 75,000 vehicles in 1949, an increase of 12 per cent over the best pre-war figures, according to the annual report.

"The Autocar" Index

COPIES of the index for the 1949 volume of *The Autocar* (January-December) are now available from the Publishing Department, Iliffe and Sons, Ltd., Dorset House, Stamford Street, London, S.E.1. Price 1s 1½d, post free, or 5s 4d with publisher's cloth binding.

BUDGET PROPOSALS ROUNDLY CONDEMNED

THE fiscal manœuvres of the Chancellor—for that is what the taxation proposals amount to, the saving on income tax being merely charged to motor transport—have been roundly condemned in all but diehard Left-wing quarters, although even *The New Statesman and Nation* comments with some misgiving. Wherever efficient transport is given its full acknowledgment in the economic sphere, criticism has been robust. The S.M.M.T. rapped out the following statement:

It is difficult to use temperate language about this "railway" Budget. The new 9d tax on fuel, and purchase tax on commercial vehicles, amounting to £86 millions, must add to road transport costs at a time when the national economy depends on the cheapest possible transport. Road transport is the conveyor belt of industry, and these extra charges will very shortly be built into the cost of all manufactured goods and food. The effect on the cost of living and export prices will be obvious and inevitable.

The Government cannot make the nationalized railways pay; that is a pity, but to try to alter it by ham-stringing a competitive form of transport is preposterous. What would have happened if the hansom cab industry had been nationalized at the beginning of the century? Would that have been kept going against all newcomers?

The new tax on petrol is sheer extortion on the public; it undoes the good brought about by the £10 flat rate on new cars, as the high prices of petrol will once again force the industry to design cars under artificial conditions instead of to meet world demand.

The industry is, of course, thankful for the small mercy of the reduction of purchase tax on higher priced cars, but it is a mercy that is outweighed by the damage done in other directions.

For the Chancellor to exhort industry to reduce its costs to compete in world markets and at the same time to raise those costs by his Budget action is quite illogical.

The British Road Federation followed suit under the heading "The Rake's Progress":—

The Government has struck a spiteful blow at the whole economic existence of Britain. The tax on motor fuel and the 33⅓ per cent purchase tax on commercial vehicles are aimed at penalizing indispensable road transport.

Ninepence a gallon—an increase of 33⅓ per cent on present prices—will damage every family budget in the country. From now on the price of all classes of goods will start rising, while bus and coach fares will follow suit. Lower income classes will be amongst the worst affected. Not a single factory worker, not one housewife, can hope to escape.

Ninepence a gallon is certain to harm our export trade. Every lorry load of export goods will cost more at a time when buyers' markets are already creating desperate international competition.

Ninepence a gallon is not merely a tax. It is one more blood transfusion from a tired donor to a dying patient. The money is destined to keep the wheels turning on Britain's costly and inefficient railways. The Government does not dare to admit that its nationalized railways are failing; its prestige must be maintained even at the price of national recovery.

Ninepence a gallon is the action of a gambler desperately trying to avoid the inevitable consequences of persistently backing the loser. The Government has now pawned the roads that could have led the country to prosperity.

The Federation of British Industries, Association of British Chambers of Commerce and National Union of Manufacturers, sent this to the Chancellor:

Our respective organizations, representing as they do the industry and commerce of the country, desire to lay before you the very strong objection which they take to the proposals in your Budget affecting road transport.

These proposals inevitably increase costs at a time when the necessity to curb all inflationary pressures is paramount, a point which you yourself have lost no opportunity of stressing.

It will be appreciated that there are many cases where no satisfactory alternative to road transport is available. Moreover, the purchase tax on commercial vehicles appears to stretch the application of this form of taxation, hitherto essentially confined to consumer goods, to an important class of capital expenditure.

Since both the impositions to which we have referred must increase cost of production and distribution, we strongly urge you to reconsider them.

The Standing Joint Committee of the motoring organizations also protested, pointing out that the increase of tax on petrol was another addition to the unjust and heavy burden of special taxation borne by the owners of motor vehicles. The organization makes the rather helpless suggestion that to counterbalance the tax all other taxation on vehicles should be removed. The tax on commercial vehicles they regard as a retrograde step designed to assist the railways, and emphasize that the new taxes must result in an increase of the price of British goods.

Organized Petitions

Garages, dealers and service agents all over the country are organizing petitions of protest against the punitive taxation, and its motive of assisting the nationalized railways, previously suspected, is now accepted in all quarters. Indeed, the statements of Sir Cyril Hurcomb, recalled in the leading article in *The Autocar* of April 7, made the acceptance inevitable. Sir Cyril is no doubt disappointed that the Chancellor did not find some way of exempting B.T.C. road vehicles from the general impost.

In the House of Commons, criticisms were many and pungent. They were not confined to one side of the House of Commons. There is a very general fear that the inevitable rise in the cost of living which must follow this ill-considered step will render impossible the maintenance of the Government's "wage freeze" policy and thus upset the "planned" economic programme to which the present rulers pin their faith.

It is an open secret that this tax, combined with the 33⅓ per cent tax on commercial vehicles, is designed to bolster up the decaying nationalized railways. Indeed, Sir Stafford Cripps' latest production is rapidly becoming known as "the railway relief Budget!" Members were loud in their complaints that there is no sign of economy in Government spending.

Continuing the debate on the Chancellor's proposals last week, Mr. R. A. Butler, from the Conservative Front Bench, described the Budget as "a thing of shreds and patches," and went on to denounce the Chancellor's "onslaught on the road user." In imposing this rationing by price, he said, the Chancellor had departed from one of the major beliefs of the Labour movement. It was not a case of fair shares for all, but of those with sufficient money to afford the petrol being able to buy it. He was not sure if the Chancellor's analogy of prices here and on the Continent was quite correct. Was it proposed in the concession of giving an extra ration to keep the registration fee at half for the basic ration?

Sir Stafford Cripps: Yes.

Mr. Butler asked if the tax on commercial vehicles was a further attempt to "feather-bed" the railways.

Mr. Benson, a Labour Member, let the cat out of the bag when he said: "We cannot afford to allow an additional investment of £35,000,000 a year in road transport vehicles. This is a matter of duplication, for the railways are available and we cannot afford to duplicate in present circumstances."

Mr. Kaberry (Conservative) said that he had just received a telegram on behalf of the 600 medical practitioners of Leeds complaining that the petrol tax would cause difficulties and would easily offset any advantages which might have been received by way of reduced income tax. That, he added, applied not only to the medical profession but also to every section of the community which was dependent for transport on private cars.

Mr. Spencer Summers (Aylesbury) warned the Chancellor that the wage freeze was thawing, and that the increased cost of road transport would send up the cost of living. The Chancellor talked about democratic planning but he spoke with the voice of a dictator.

Mr. Douglas Jay, the Financial Secretary to the Treasury, defending the Government's purpose, said the petrol tax and the purchase tax on commercial lorries had been described as an onslaught on the road user. It had been suggested that their object was to bolster up the finances of the British Transport

Commission. If that was the Government's purpose, it was a very odd way of doing it, because, of course, the Transport Commission would be one of the biggest payers of the new taxes. The Government's real purpose in the petrol tax was to assist economy in a dollar commodity, and, as regards the purchase tax on lorries, to restrain excessive investment in one part of the economy, and to encourage exports.

Mr. Clement Davies, the Liberal leader, said he did not like the tax on petrol. Their one anxiety at the moment should be to produce cheaply in order to compete in world markets, yet anything which increased the cost of transport was bound at once to have its effect on the costs of production.

Lt.-Cmdr. Gurney Braithwaite (Conservative) said that the increased petrol duty, coupled with the purchase tax on commercial vehicles, seemed to be part of a despairing attempt to drive goods and passengers back to the British railways,

NEWS and VIEWS

continued

the sacred cow of the British Transport Commission. Most of our financial ills were attributable to the Socialist mentality. Socialists loved to push people around and order their lives.

Mr. Robens, Parliamentary Secretary to the Ministry of Fuel and Power, denied that the petrol tax increase would fall hardly on the private motorist and make his motoring difficult and expensive. He introduced some very curious economics to bolster the argument. For a man with a 12 h.p. car, he said, the main items of cost for 1,000 miles of motoring amounted to about £90 a year, which included 44 gallons of petrol at 2s 3d a gallon, say £5. That represented approximately 1s 9½d a mile, of which the petrol content was 1s 2d. If the petrol tax was doubled and also the standard ration, the total cost was raised by £13 to £103—but it reduced the cost per mile to the private motorist without supplementary petrol to 1s 0½d per mile.

"So he is better off?" asked Mr. Oliver Stanley, amid laughter.

Mr. Robens: "Yes, his motoring is cheaper" (more laughter).

The Budget proposals were immediately followed by an Order from the Ministry of Fuel and Power adjusting petrol prices, and later it was announced that foreign visitors would receive a larger allowance of petrol. From Canada and America three monthly allowances of 3,000 miles, 2,000 and 1,000 brought the total up to 6,000 miles for a three-month stay, and from elsewhere (except Channel Islands, Isle of Man and the Irish Republic) monthly allowances are now 2,000, 1,000 and 1,000 miles, making the three-month total 4,000. Overseas motorists who borrow or purchase secondhand cars in Britain will receive petrol for 500 miles.

"THE AUTOCAR" NEW CAR BUYERS' GUIDE

Make and Model	No. of Cyls. and Capacity	Gears	British List Price	Total with Purchase Tax	Latest Description	Latest Road Test
	c.c.			£ s d		
A.C. saloon or tourer...	6—1991	4	982	1277 7 0	7/3/47	29/7/49*
Allard chassis	8—3622	3	670	—	26/8/49	—
J-type two-seater ...	8—4375	3	999	1277 5 0	20/1/50	—
K-type two-seater ...	8—3622	3	850	1086 17 3	1/2/46	15/10/48
L-type four-seater ...	8—3622	3	900	1150 15 6	"	—
P-type	8—3622	3	999	1277 5 0	26/8/49	—
M-type D.H. coupé ...	8—3622	3	999	1277 5 0	"	26/3/48
Alvis chassis	4—1892	4	665	—	15/11/46	—
Fourteen	4—1892	4	998	1275 19 6	"	—
Sports two-seater ...	4—1892	4	998	1275 19 6	—	—
3-litre	6—2993	4	—	—	17/3/50	—
Armstrong Siddeley						
Hurricane coupé ...	6—2309	4	975	1246 11 8	23/9/49	—
Lancaster	6—2309	4	995	1272 2 9	"	—
Typhoon	6—2309	4	975	1246 11 8	"	27/2/48
Whitley	6—2309	4	975	1246 11 8	"	—
Aston Martin DB2						
coupé	6—2580	4	1498	1914 17 3	21/4/50	—
Chassis	6—2580	4	850	—	"	—
Austin A.40 Devon ...	4—1200	4	392	501 12 10	3/10/47	13/2/48
A.70 Hampshire ...	4—2199	4	507	648 11 8	10/9/48	4/3/49*
A.90 Convertible ...	4—2660	4	615	786 11 8	"	5/8/49
A.90	4—2660	4	695	888 16 1	23/9/49	—
A.125 Sheerline ...	6—3992	4	1150	1470 3 11	2/5/47	7/5/48
Sheerline limousine ...	6—3992	4	1375	1757 13 11	23/9/49	—
A.135 Princess ...	6—3992	4	1425	1821 11 8	2/5/47	4/11/49
Princess limousine ...	6—3992	4	1550	1981 6 1	3/6/49	—
Bentley Mk. VI chassis	6—4257	4	1985	—	24/5/46	—
Standard saloon ...	6—4257	4	2595	3316 11 8	"	21/4/50*
Two-door saloon ...	6—4257	4	3585	4581 11 8	—	—
Four-door saloon ...	6—4257	4	3415	4364 7 3	—	—
D.H. coupé	6—4257	4	3485	4453 16 1	—	—
Bristol chassis ...	6—1971	4	1125	—	6/9/46	—
Type 400	6—1971	4	1750	2236 17 3	"	9/1/48
Type 401-402 ...	6—1971	4	1925	2460 9 5	26/11/48	—
Citroen Light 15 ...	4—1911	3	595	761 0 7	22/2/46	21/3/48
Six-cylinder	6—2866	3	885	1131 11 8	24/9/48	30/12/49
Connaught Sports ...	4—1767	4	1200	1550 15 0	1/7/49	—
Daimler 2½-litre chassis	6—2522	4	1065	—	8/2/46	—
Saloon	6—2522	4	1190	1521 6 1	"	3/1/47
Consort	6—2522	4	1270	1623 10 7	9/9/49	—
Special Sports ...	6—2522	4	1645	2102 13 11	22/10/48	—
Twenty-seven chassis	6—4095	4	1700	—	22/3/46	—
Saloon	6—4095	4	2336	2985 12 10	—	16/1/48*
Limousine	6—4095	4	2820	3604 1 8	—	—
Straight 8 chassis ...	8—5460	4	2025	—	22/3/46	—
Saloon	8—5460	4	3167	4047 9 6	—	—
Limousine	8—5460	4	2920	3731 17 3	—	16/4/48*
Delow Sports ...	4—1172	3	425	520 0 0	10/3/50	—
Ford Anglia	4—933	3	257	329 2 9	5/10/45	18/11/49
Prefect	4—1172	3	310	396 17 3	"	23/1/48
Pilot V8	8—3622	3	610	780 3 11	15/8/47	4/6/48
Frazer-Nash						
Foursome cabriolet ...	6—1971	4	2500	3195 3 11	16/9/49	—
Le Mans Replica ...	6—1971	4	1750	2236 17 3	"	—
Mille Miglia	6—1971	4	2000	2556 6 2	"	—
H.R.G. two-seater ...	4—1074	4	785	1003 16 1	17/5/46	—
1½-litre two-seater ...	4—1496	4	850	1086 17 3	"	—
Healey chassis ...	4—2443	4	850	—	4/1/46	—
Silverstone	4—2443	4	998	1275 19 5	22/7/49	—
Hillman Minx ...	4—1265	4	395	505 9 5	2/12/49	2/12/49*
Convertible	4—1265	4	470	601 0 0	"	—
Humber Hawk ...	4—1944	4	625	799 7 3	15/10/48	15/7/49*
Humber—*continued*						
Super Snipe	6—4086	4	895	1144 7 3	17/9/48	25/3/49*
Super Snipe limousine	6—4086	4	970	1240 3 11	23/9/49	—
Super Snipe coupé ...	6—4086	4	1280	1636 6 0	—	—
Pullman limousine ...	6—4086	4	1395	1782 5 0	23/9/49	—
Imperial	6—4086	4	1395	1783 5 0	23/9/49	21/10/49*
Jaguar 2½-litre ...	6—2664	4	975	1246 11 8	2/9/49	—
2½-litre coupé	6—2664	4	975	1246 11 8	"	—
3½-litre...	6—3485	4	988	1263 3 11	"	8/7/49*
3½-litre coupé ...	6—3485	4	988	1263 3 11	"	—
XK100 Sports ...	4—1995	4	988	1263 3 11	2/9/49	—
XK120 Sports ...	6—3442	4	988	1263 3 11	"	14/4/50*
Jensen Interceptor ...	6—3993	4	1284	1641 8 4	16/9/49	—
Saloon	6—3993	4	1826	2333 19 6	"	—
Convertible	6—3993	4	2180	2786 6 1	"	—
Jowett Javelin ...	4—1486	4	595	761 0 7	16/5/47	30/4/48
Javelin Jupiter R'dster	4—1486	4	795	1016 11 8	10/3/50	—
Lagonda	6—2580	4	1750	2236 17 3	15/10/48	11/11/49
Coupé	6—2580	4	1798	2298 3 11	"	—
Lanchester chassis ...	4—1287	4	530	—	15/2/46	—
Saloon	4—1287	4	725	927 2 9	9/9/49	11/3/49
Lea-Francis Fourteen	4—1767	4	998	1275 19 6	9/9/49	—
Eighteen	4—2496	4	1250	1597 19 6	"	—
Two-seater Sports ...	4—2496	4	998	1275 19 6	"	9/7/48
Lloyd 650 Roadster ...	2—654	3	375	479 18 4	22/8/47	—
M.G. TD two-seater ...	4—1250	4	445	569 7 3	20/1/50	20/1/50
1½-litre...	4—1250	4	525	671 11 8	9/5/47	9/5/47
1½-litre tourer... ...	4—1250	4	525	671 11 8	8/10/48	—
Morgan two-seater ...	4—1267	4	435	556 11 8	5/7/46	—
Four-seater	4—1267	4	450	575 15 0	—	—
D.H. coupé	4—1267	4	495	633 5 0	5/7/46	—
Morris Minor	4—918	4	299	382 16 1	29/10/48	26/11/48
Minor tourer	4—918	4	299	382 16 1	"	—
Oxford...	4—1476	4	427	546 7 3	"	24/12/48
Six	6—2215	4	525	671 11 8	"	28/4/50*
Renault 760	4—760	3	320	409 12 9	13/9/46	10/2/50
Riley 1½-litre	4—1496	4	714	913 1 8	22/2/46	10/10/47
2½-litre...	4—2443	4	958	1224 17 2	29/11/46	25/2/49*
D.H. coupé	4—2443	4	995	1272 2 9	9/9/49	—
Sports three-seater ...	4—2443	4	958	1224 17 2	19/3/48	24/9/48
Rolls - Royce Silver						
Wraith chassis ...	6—4257	4	2035	—	5/4/46	—
Sports saloon ...	6—4257	4	3590	4587 19 5	—	—
Limousine	6—4257	4	3750	4792 8 4	—	—
Four-door sports saloon	6—4257	4	3885	4964 18 4	—	—
Sedanca de ville ...	6—4257	4	3875	4952 2 9	—	9/12/49*
Touring saloon ...	6—4257	4	3900	4984 1 8	—	—
Silver Dawn	6—4257	4	—	—	22/7/49	—
Rover 75	6—2103	4	865	1106 0 7	23/9/49	—
Singer Nine Roadster...	4—1074	4	450	575 15 0	16/9/49	14/10/49*
S.M.1500	4—1506	4	625	799 7 3	"	10/6/49*
Standard Vanguard ...	4—2088	3	515	658 16 1	30/9/49	3/3/50*
Sunbeam-Talbot 80 ...	4—1185	4	695	888 16 1	2/7/48	18/2/49
D.H. coupé	4—1185	4	745	952 13 11	"	—
90	4—1944	4	775	991 0 7	"	2/7/48
D.H. coupé	4—1944	4	825	1054 18 4	"	—
Triumph Renown ...	4—2088	3	775	991 0 7	30/9/49	24/2/50*
Mayflower	4—1247	3	370	473 10 7	"	14/4/50*
Vauxhall Wyvern ...	4—1442	3	375	479 18 4	9/9/49	14/1/49
Velox	6—2275	3	430	550 3 11	"	24/3/50*
Wolseley Four Fifty ...	4—1476	4	550	703 10 7	9/9/49	27/5/49*
Six Eighty	6—2215	4	600	767 8 4	"	—

Cars are saloons unless otherwise stated. Prices quoted are of the lowest-priced models in each category, regardless of equipment. Daimler, Lanchester have preselector gears and fluid flywheels. Armstrong Siddeley has preselector or synchromesh gears.

Reprints of this Guide, printed on a folded card for pocket use, can be obtained from "The Autocar," Dorset House, Stamford Street, London, S.E.1, price 6d per copy including postage, or 4s per dozen, post free. Dates of road tests and descriptions of cars are quoted for reference purposes, but issues of "The Autocar" or reprints are available only where indicated by an asterisk.

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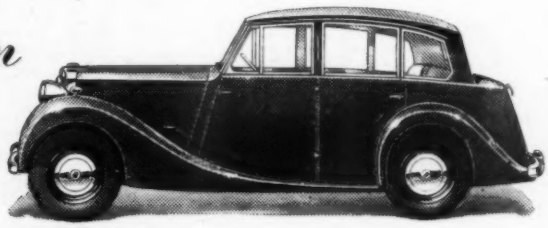
From time immemorial a horn has been blown each evening in the town of Ripon . . . a survival of the Saxon Wakeman's curfew call . . . linking us with a past that saw the building of the great cathedrals and manor houses by craftsmen who strove for nothing less than the best . . . the same tradition of craftsmanship is seen to-day in the products of the Standard Motor Company, representing as they do in every detail of their design and equipment 'all that's best in Britain.'

The Triumph Renown



Manufactured by
The Triumph Motor Company (1945) Ltd., Coventry
A subsidiary of the Standard Motor Co. Ltd.,
London: 37, Davies Street, Grosvenor Square, W.1.
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THE NINTH DERBYSHIRE

LANCASHIRE AND CHESHIRE C.C. EVENT WELL SUPPORTED AND WELL ORGANIZED

THAT part of Derbyshire which lies around Buxton is ideal trials country. Even Derbyshire hills lose their terrors, however, when the weather is fine, although one committee-man affirmed, while the results were being worked out, that "some of these signatures are a bit shaky."

The occasion was the L. and C.C.C.'s Ninth Derbyshire Trial, on Sunday last, which attracted 60 entries and some hundreds of spectators, for whom a special route card had been worked out to take them to various observed sections without hampering the competitors. This is indicative of the excellent organization which marked the event, and the trial went with a swing from the start at the Bull i' th' Thorn Hotel, Hurdlow, to the finish at the same place.

J. D. Sleeman brings his Ford Ten-engined Sleeman Special round the hairpin on Cow Low.

First observed section was Dirty Lane, well-named, although as the day was dry it stopped only J. D. Ackernley (1,172 Austin) and D. Barlow (Ford Anglia). Bank Top took a heavier toll, twelve in all, or 20 per cent of the entry, failing with wheelspin or lack of pep. Particularly neat was D. F. Mallalieu, on what was originally an M.G. Magnette, but now has its frame upside down and a home-made i.f.s. system; he carefully refrained from giving it too much gun on the loose, soft starting line. Bank Top is a new find, and was voted unclimbable if wet.

Hillsbury was dry and stopped only Barlow's Ford Anglia. Moore Lane, too, accounted only for D. S. Rayner (3,622 Ford) with four up, L. Gregory (1,604 Wolseley), and the unlucky Barlow, who later retired. A brief lunch stop, and then came another new hill—Mycock—which was preceded by a to-and-fro reversing test—fastest time, 24.6 sec by the 1,172 Sleeman (J. D. Sleeman)—and which was attacked first from one side and then from another. E. B. Wadsworth (1,172 Pansy Special) led the successful 58 who managed to surmount what looked like the Mappin Terraces at Regent's Park Zoo; but 20 competitors failed on the other side, amongst them W. O. H. Clayton (1,172 Clayton Spl), with dire happenings to the prop-shaft.

Another test, coasting down a steep and winding bit of hill and stopping astride a line, was held on the way over to Cow Low. Best time was 9.4 sec, by J. H. Thompson (1,203 Morris), with eight competitors tying for second fastest in 9.6 sec. Cow Low stopped only Rayner's big Ford, R. D. G. Smith's 1,172 Fairley (axle), and R. J. Clay's 747 Austin, which had something queer happen to its steering wheel.

Ghost Quarry was a different story, and it was climbed by only 22 of the field, Miss N. B. Kemble (1,172 Ford) getting a "big hand" for clever driving; B. K. Thompson (1,172 Wharton) was unlucky, his petrol feed drying up. L. Onslow-Bartlett (1,172 Bartlett) made one of his typical performances; S. Price (1,185 S.J.B., with a blown Minx engine) got over the initial hump well, but failed at the top. Priestcliff was not expected to cause trouble, but pylons cunningly placed to introduce a hairpin, brought seven to grief.

The provisional results are as follows:

Quick Trophy (best performance): 1,172 Harford (T. C. Harrison).

Sackville Trophy (best opposite class): 2,088 Vanguard Special (K. Rawlings).

Mawrey Trophy (best L and C member): 1,172 Clegg (A. A. Butler).

Higher Road Trophy (best visitor): 1,080 Bold (C. L. Bold).

Team Trophy: L and C—The Bartenders, 1,172 Clegg (A. A. Butler), 1,172 V Spl (K. E. Bancroft), 1,172 Ward (H. W. Begley).

Novice Award: 1,172 Dellow (B. J. Bodenham).

First-class awards: 1,172 Ford (G. P. Mosby), 1,172 Oliver (L. J. Oliver), 1,172 Bartlett (L. J. Onslow-Bartlett), 1,185 Brayshaw (H. F. Brayshaw), 1,911 F.N.-B.M.W. (F. A. Rhodes), 1,172 A.M.B. (A. M. Beardshaw).

EMPHASIS ON ECONOMY CARS AT DUTCH SHOW

THE second annual Dutch Automobile Show—the R.A.I.— at present open in Amsterdam is truly international in character. The cars of seven nations are represented among the sixty different makes on show; of these Britain has the largest share with twenty makes, and the remainder are distributed in the following proportions: U.S.A., seventeen; France, ten; Germany, nine; and Czechoslovakia, Italy and Holland with three each. The last-named are actually cars assembled, or made under licence, in Holland.

The Show was opened on April 20 by Professor J. Brouwers, of the Dutch Ministry for Economic Affairs, and large crowds have flocked to see it on that and each following day. As far as the car section is concerned, the emphasis is, as in so many cases nowadays, on the small economy car, and much prominence is given to the Volkswagen, the Dyna-Panhard, the D.K.W., the Morris Minor, the Renault, the Fiat 500, and the new German Goliath. A prototype of the rear-engined Swedish Champion was also on view, and exhibited a degree of austerity —especially in the mechanical design— previously unequalled.

Pride of Place

Apart from purely utilitarian considerations, a large and admiring crowd is always present round the Dutch Jaguar distributor's stand, on which the XK120 two-seater holds pride of place, while other examples of the super-sports and racing car are to be seen on those stands which show examples of the Simca, Tatraplan and the D.B. Racer.

A new model of the Hansa-Borgward 1,500 is prominently displayed, embodying an automatic two-pedal transmission of the hydraulic torque converter type; this is on show for the first time, and is an addition to the range, examples with normal transmission also being on view. Among examples of the art of Dutch coachbuilders is a convertible coupé on an Alvis Fourteen chassis, constructed by the well-known Dutch firm, P. J. Pennock and Sons, of The Hague, which retains a suggestion of the traditional Alvis radiator with the modern full-width technique.

In addition to the exhibits of private cars, which form the major part of the show, there are also many stands devoted to accessories, garage equipment, tyres, car radio and, of course, the Dutch motoring organizations, each with a bewildering array of their own specialities.

FORD TRIUMPH IN THE TULIP RALLY

TWO CLASSES AND LADIES' CUP FOR ONE MAKE : MANY RETIREMENTS IN TOUGH CONDITIONS

THIS was certainly no "tiptoe through the tulips." Compared with last year, the course and the average speeds were much higher, and as competitors struggled to keep time on their 2,000-mile dash across Europe, the weather grew steadily worse. Snow, hail and rain all came, at different times, to make their task more difficult, and many cars fell out or lost much time thereby.

Once more, the event resulted in a triumph for Ken Wharton, driving this year a Ford Pilot, with J. J. Langelaan and J. Dorsett as his crew. Fords, in fact, had a field-day, for K. Barendregt took second place with a Continental-model Ford; Mrs. Joy Cooke won the Ladies' Cup, driving her Ford Pilot, and a Ford Anglia (the Prefect-engined export model), in the hands of Jack and Peter Reece, carried off the honours in Class 2. All the British contingent enjoyed the rally, and on the Friday and Saturday they had a chance to see the bulb fields and the Noordwijk "bloemencorso," or procession of flowers, before the official prizegiving and dance.

Of the 303 original entrants, there were 278 actual starters on the Sunday morning, April 16; these were spread over ten starting points as far apart as Rome and Glasgow. Only 189 arrived at Noordwijk before the control finally closed at 8 p.m. on the Wednesday evening, and but 63 of these had clean sheets and were thus in the running for the principal awards.

Before the competitors reached Chalon-sur-Saône, the point at which all their routes converged, 28 of them had fallen by the wayside; Epps' H.R.G. was tucked into the wall of a house near Lyons, P. M. Schoen's Packard had run all its big-ends between Digne and Monte Carlo, and many similar catastrophies were reported. Then, between Belfort and Gerardmer, came the timed section picturesquely designated the "Route of the Fifteen Mountains"; many of these peaks had four or more feet of snow on their summits, and though the ploughs had kept the way clear, there was frequently only a bare car's width of track between the walls of snow. Seventeen more cars, therefore, failed to check in at Luxembourg, among them R. K. N. Clarkson's J2 Allard, which had punctured its sump on a rock, and Bossetti's Alfa-Romeo, which had suffered considerably from spinning round and hitting a barrier.

As though this were not enough, the weather got worse and worse, and now drivers were faced with the section known as the "Route of a Thousand Corners," which by many was averred to be an understatement. Crews were tiring, as the third day of the rally progressed, and the number of retirements mounted steadily. Many cars were unable to maintain schedule, and were late at Liége in consequence.

From Liége they pressed on, over the border into Holland, to Hengelo and then right up to Groningen, to Leeuwarden and along the fantastic dyke across the mouth of the Zuider Zee. But not all of them; near Hengelo the Austin A.90 driven by H. Crossley, which bore the proud number "1," had hit a tree head-on, injuring the driver. Some time previously, Charles Meisl, trying desperately to maintain schedule by clinging to the tail of Jack Reece's Ford Anglia—his own Pilot having lost the use of its head lamps—had misjudged a corner; the Pilot left the road tail first and rolled over twice down a steep bank, finishing up some 20ft below road level. Miraculously, none of the crew was seriously hurt. Near Lochem, too, K. ten Bruggencate's TA M.G. stripped a tooth from the bevel pinion, but in two hours it was on its way again, having had the axle stripped, a clever welding and filing job carried out, and everything reassembled, by a local garage.

From the Zuider Zee to Noordwijk was the last lap, but Fate still had shrewd blows in store for a few. Two Javelins were among the sufferers; that driven by the Russell brothers ran into the back of a non-competing car, forced to stop suddenly before reaching Alkmaar, while Frank Grounds' car blew a gasket a mile or two farther on and, after frantic but unavailing attempts at repair, limped into Noordwijk considerably late. The car ferry at Velsen, near Ijmuiden—although run with great dispatch, priority being given to competitors—also caused heart failure among navigators working with only minutes or seconds in hand.

So they finished, the last few miles being run through the fringe of the bulb country—although the full splendour of the fields had not yet come to fruition. After they had checked in at the official control, the hotel Huis ter Duin, the tired passengers and the luggage were whisked off to one of the many hotels, while the drivers took the cars through the efficient and rapid technical inspection, where the cars were checked for any defects which might have—and frequently had—arisen.

RESULTS AND PRINCIPAL AWARDS

Tulip Rally Trophy (best performance) and Class 1 Trophy: K. Wharton (G.B.).
Class 2 Trophy: J. G. Reece (G.B.).
Class 3 Trophy: J. Kreisel (Holland).
Class 4 Trophy: A. J. M. van der Lof (Holland).
Ladies' Prize: Mrs. Joy Cooke (G.B.).

GENERAL CLASSIFICATION

Order, car, team and time in eliminating test.

		sec
1	Ford (Wharton : Langelaan)	43.598
2	Ford (Barendregt : van Splunter)	45.296
3	Citroen (Kuiper : Ton)	46.068
4	Healey (Sijthoff : Burgerhout)	46.943
5	Citroen (Kabel : Haarman)	47.458
6	Citroen (Adams : van Ramshorst)	47.945
7	Ford (Seegers : Groen)	47.970
8	Renault (Kreisel)	48.174
9	Ford (Stutterheim : Feitz)	48.222
10	Opel (Timmer : Oeseburg)	48.436
11	Citroen (Koemans : Stopler)	48.527
12	Citroen (Horton : Jones)	48.585
13	Triumph (Odell : Smit)	49.200
14	Ford (Crewe-Jones : van Roosteren)	49.685
15	Riley (Searle : Gladdle)	49.780
16	Citroen (van Nes : Scheerder)	49.787
17	Ford (Reece : Reece)	49.856
18	Morgan (Verhey van Wijk : Mev. Verhey van Wijk-Boelstra)	49.880
19	Ford (Holt : Ells)	49.915
20	Simca (Scaron : Pascal)	50.037
21	Ford (Holter : Koopmans)	50.075
22	Delahaye (Vandervoodt : van Veen	50.100
23	Hotchkiss (de Jong : Brummelhof)	50.106
24	Jaguar (Campbell : Garrey)	50.201
25	M.G. (Roeloffzen : McKendrick)	50.250
26	Ford (Prins : van Herk)	50.506
27	Fiat (van der Lof : Odink)	50.539
28	Jaguar (Barslay : Moyell)	50.925
29	Simca (Flinterman : Beekman)	51.290
30	Oldsmobile (Mooy : Mooy-Doode-Heefver)	51.444

All the above received no penalty marks.

Class 1 (1,500 c.c. and over): 1, Ford (Wharton: Langelaan), 0 marks lost; 2, Ford (Barendregt:van Splunter), 0; 3, Citroen (Kuiper:Ton), 0; 4, Healey (Sijthoff:Burgerhout), 0.

Class 2 (1,100 to 1,500 c.c.): 1, Ford (Reece: Reece), 0; 2, Morgan (Verhey van Wijk:Mev. Verhey van Wijk-Boelstra), 0; 3, Simca (Scaron:Pascal), 0; 4, M.G. (Roeloffzen:Brinkhoff), 0.

Class 3 (750 to 1,100 c.c.): 1, Renault (Kreisel: Peck); 2, Fiat (Eschauzier:Greeve), 0; 3, Fiat (Voormolen:Koudys), 0; 4, Renault (Feldheim:Feldheim), 0.

Class 4 (up to 750 c.c.): 1, Fiat (van der Lof: Odink), 0; 2, Fiat (Loman:Kluck), 0; 3, Minor (van der Dries:Mauritsz), 7; 4, Minor (Hoogeveen:Voogd), 8.

The flower bedecked archway which greeted competitors on their arrival at the Huis ter Duin hotel, Noordwijk; here H. J. Montfroy (Hansa-Borgward) is seen completing his 2,100-mile journey.

PICTURES AND REPORT OF SPECIAL TEST ON Pages 494-5.

The Autocar ROAD TESTS

The four-window style of body is smart and the general appearance modern, with the front wing line continued into the doors, but the frontal treatment is restrained.

DATA FOR THE DRIVER

MORRIS SIX

PRICE, with four-door saloon body, £525, plus £146 11s 8d British purchase tax. Total (in Great Britain), £671 11s 8d.

ENGINE : 20.1 h.p. (R.A.C. rating), 6 cylinders, overhead valves and camshaft, 73.5 x 87 mm, 2214.8 c.c. Brake Horse-power : 70 at 4,600 r.p.m. Compression Ratio : 7 to 1. Max. Torque : 98 lb ft at 1,800 r.p.m. 19 m.p.h. per 1,000 r.p.m. on top gear.

WEIGHT : 24 cwt 2 qr 25 lb (2,769 lb). LB per C.C. : 1.25. B.H.P. per TON : 56.63.

TYRE SIZE : 6.00 × 15in on bolt-on steel disc wheels.

TANK CAPACITY : 12 English gallons. Approximate fuel consumption range, 20-24 m.p.g. (14.1-11.8 litres per 100 km).

TURNING CIRCLE : 40ft 5in (L and R). Steering wheel movement from lock to lock : 4 turns. LIGHTING SET : 12-volt.

MAIN DIMENSIONS : Wheelbase, 9ft 2in. Track, 4ft 5in (front and rear). Overall length, 14ft 11in ; width, 5ft 6in ; height, 5ft 3½in. Minimum Ground Clearance : 7in.

ACCELERATION

Overall gear ratios	From steady m.p.h. of 10-30 sec	20-40 sec	30-50 sec
4.10 to 1	13.0	14.6	16.8
5.928 to 1	8.9	9.7	11.5
9.225 to 1	6.1	7.3	—
13.177 to 1	—	—	—

From rest through gears to :—

	sec		sec
30 m.p.h...	7.9	60 m.p.h.	27.1
50 m.p.h...	18.6		

SPEEDS ON GEARS :

(by Electric Speedometer)	M.p.h. (normal and max)	K.p.h. (normal and max)
1st	17—25	27.4—40.2
2nd	31—44	49.9—70.8
3rd	54—67	86.9—107.8
Top	75	120.7

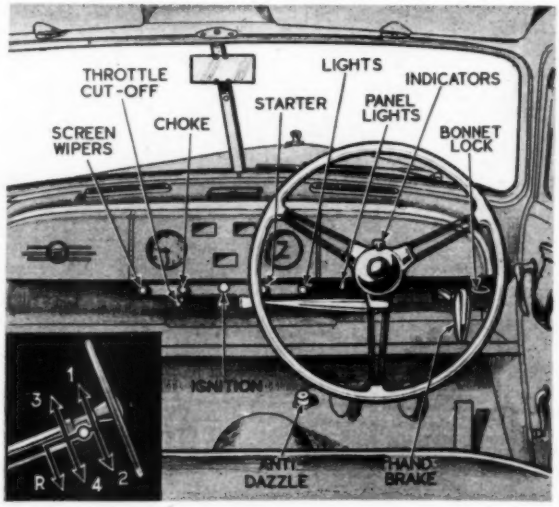
Speedometer correction by Electric Speedometer :—

Car Speedometer		Electric Speedometer m.p.h.
10	=	9.5
20	=	19.0
30	=	29.0
40	=	38.0
50	=	47.0
60	=	55.5
70	=	65.0
80	=	73.5

WEATHER: Dry, cool; fresh wind.

Acceleration figures are the means of several runs in opposite directions.

Described in "The Autocar" of October 29, 1948.



No. 1406

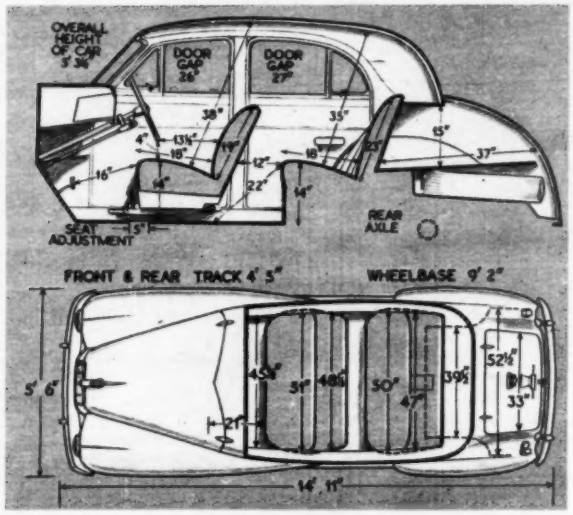
MORRIS SIX SALOON

FOR reasons that will be emphasized, a model of rather strong, and essentially attractive, character among British cars of medium size and popular price has been produced in the Morris Six. It will be remembered that this design was first announced shortly before the London Show of 1948, but only comparatively recently has it begun to be seen on British roads. It is unusual at root in having an overhead camshaft engine, a six-cylinder of rather less than 2¼ litres. This is a design usually reserved for expensive cars or those intended to have an exceptional performance. Also it is geared exceptionally high on top and third in particular for a car of the class in which it falls. This is a most appealing feature to those who appreciate the value of high speeds at comparatively low engine revs and who do not shun the gear lever. One cannot have it both ways with an engine of moderate size.

In suspension it follows the design of the majority of the Nuffield products in having torsion bars at the front, with independent action, and it is of integral construction, there being no separate chassis frame as such. Those are the basic ingredients of a make-up which, with good results, breaks away from the ordinary for a car that represents decidedly good value.

On the road it turns out to be extremely good from the point of view of effortless long-distance travel and to have a comfortable cruising speed of an actual 65 m.p.h. That would not surprise any student of design noticing that it runs on a 4.1 to 1 top gear, a much higher ratio than is customarily employed in a family type of car of this engine size. With it in the four-speed box goes a third gear of less than 6 to 1, on which the rather remarkable genuine maximum of 67 m.p.h. is available and on which a full 60 m.p.h. is readily attained.

At the opposite end of the speed scale the six-cylinder engine can pull smoothly and regularly on top gear down to as little as 7 m.p.h. and it will accelerate from low speeds on top gear without trace of unpleasant characteristics, although also without snapping to it. In short, it has the makings of what is sometimes termed a "gear box" car—one that can be handled to considerable advantage by a driver who is not afraid of using well-chosen indirect ratios. There are occasions on an average journey where for a brisk getaway after a check, or on a gradient for the sake of a fast climb, second gear is desirable rather than third, or third rather than top, when it responds well. This engine will go on revving, especially on third gear, without any suggestion that it is being maltreated, and there need be no reluctance to use second freely on occa-



Measurements in these scale body diagrams are taken with the driving seat in the central position of fore and aft adjustment and with the seat cushions uncompressed.

In front view there remains more than a suggestion of previous Morris practice and over-ornamentation has not been adopted. Parking lights are incorporated in the recessed head lamps.

sion in view of the fact that this gear gives the again striking maximum of 44 m.p.h., and over 30 readily.

On the other hand the Morris Six can be driven even in town use a great deal on top gear, provided that the driver is content with a mild getaway. It then gives little clue to its exceptional open road qualities of holding a higher easy cruising speed, in the sixties, than is used by the great majority of drivers, at all events in England, and of making very good averages without being at all fussy or stressed. In this sense, and in view of a maximum speed that can exceed the genuine 80 m.p.h. mark under slightly favourable conditions without any suggestion of forcing the car, it is easily the highest performance car ever to bear the Morris name.

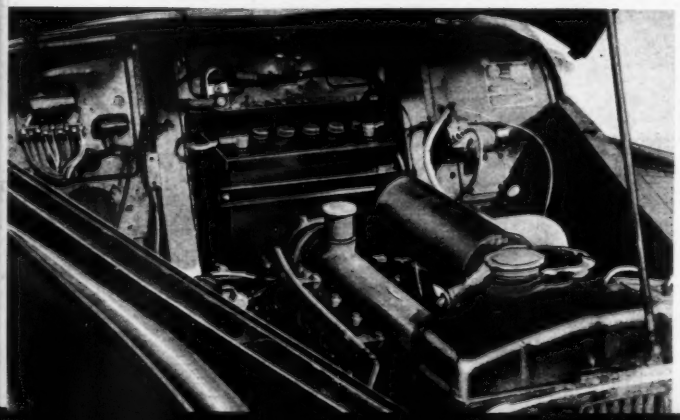
Under such conditions a speedometer reading of 89 was seen on one occasion, representing 80-81 m.p.h. true speed, and it is reasonable to suppose that the 90 reading, on an optimistic speedometer at the upper end, could be topped on a really helpful road. But an "average," quiet driver might well own this car without realizing its full possibilities, for its performance is not in the least aggressive and it is also highly suitable to peaceful motoring. It is quiet mechanically, but the noise level from "integral construction rumble," a recognized tendency, is fairly high over some types of road surface.

Development work which has proceeded since this type of engine was first introduced has resulted in silencing of the gears driving the overhead camshaft via a vertical shaft at the front of the unit, and no longer is there a whine from them when the engine is started from cold, or at any other time. A positive advantage can be seen in this type of engine even for a family type of car when its non-fussing assets are taken into account. Nor did it display current vices at all markedly resulting from low-octane petrol; on Pool petrol there is some pinking when accelerating fairly hard on top gear, but this is not pronounced. Running-on did not occur at any time during the test, in spite of hard driving, though it is interesting to note that there is a pull-out control in the driving compartment which provides a positive means of shutting the carburettor butterfly throttle should this tendency be manifested. This is the first instance which has come to notice of such a provision being made as standard to deal with a phenomenon of increasing frequency with modern high compression ratios and poor quality fuel.

General control is good. The suspension is firm in character and corners can be taken quite fast without marked roll. There is, indeed, a certain amount of fairly sharp up-and-down motion at times, of a nature not found with softer suspensions which are less satisfactory in lateral stability to those who like to maintain their average speeds by keeping up a good pace round bends. Comfort of riding is good, and in the back seat is little, if at all, inferior to that in front.

The steering is lower geared than is really liked and at four turns of the wheel from lock to lock it involves a good deal of wheel twiddling in urban driving, especially as very little automatic castor action is provided. The

Exceptionally accessible, high at the front of the overhead camshaft engine, is the ignition distributor (seen to the right of the radiator filler), and at the rear end of the camshaft cover is the oil filler, also standing high and accessible. The engine is clean and generally easy to get at as regards auxiliaries. The battery, partly recessed into the bulkhead, is not ideally placed for topping up, but other electrical units, including dynamo, starter motor, and S.U. petrol pump, are unusually free from masking by adjacent components.



The luggage locker lid is held open by a self-locking strut. The compartment has a very useful capacity in depth and width. The spare wheel and tools are carried separately. On the left in the lower compartment is seen the jack, which is applied to a single central socket at either side of the car.

Pull-out door handles and narrow chromium-plated door window frames, which permit the maximum area of glass, are modern touches. Twin tail and stop lamps are separate from the number plate illumination.

steering lock is noticed at times to be rather restricted. At speed on straight and slightly winding roads this steering is seen in a better light, and there is a good sense of balance on bends.

Lockheed hydraulically operated brakes of two-leading-shoe type in front behave very satisfactorily. As one instance of emergency on a bend specially demonstrated during the test, given a firm pedal application they bring the car down surely and squarely from speed and promote confidence.

Rather particular reference has been made to use of the gears in obtaining maximum performance from this car of somewhat surprising potentialities. The steering-column lever is well placed for a driver of average height and leg length, but it must be said that the lever tends to get in the way of the left knee of a taller and long-legged driver, owing to its comparatively low mounting on the column. Travel from gear to gear is fairly considerable. The synchromesh on top, third and second is effective for all ordinary purposes of gear changing, that is, at a medium speed of movement of the lever. Reverse can be a little difficult to find at first acquaintance. It is guarded by a stop released by pulling out the knob on the end of the lever.

An average height driver finds ample leg room and space for the left foot off the clutch pedal, and a thin-rimmed spring-spoked wheel placed well down in a position for power over it, which is a psychological point in promoting confidence, and probably one of genuine value. A natural leg position and good support to the back are given by the one-piece front seat. The hand-brake lever, of pull-and-push type, is convenient under the facia.

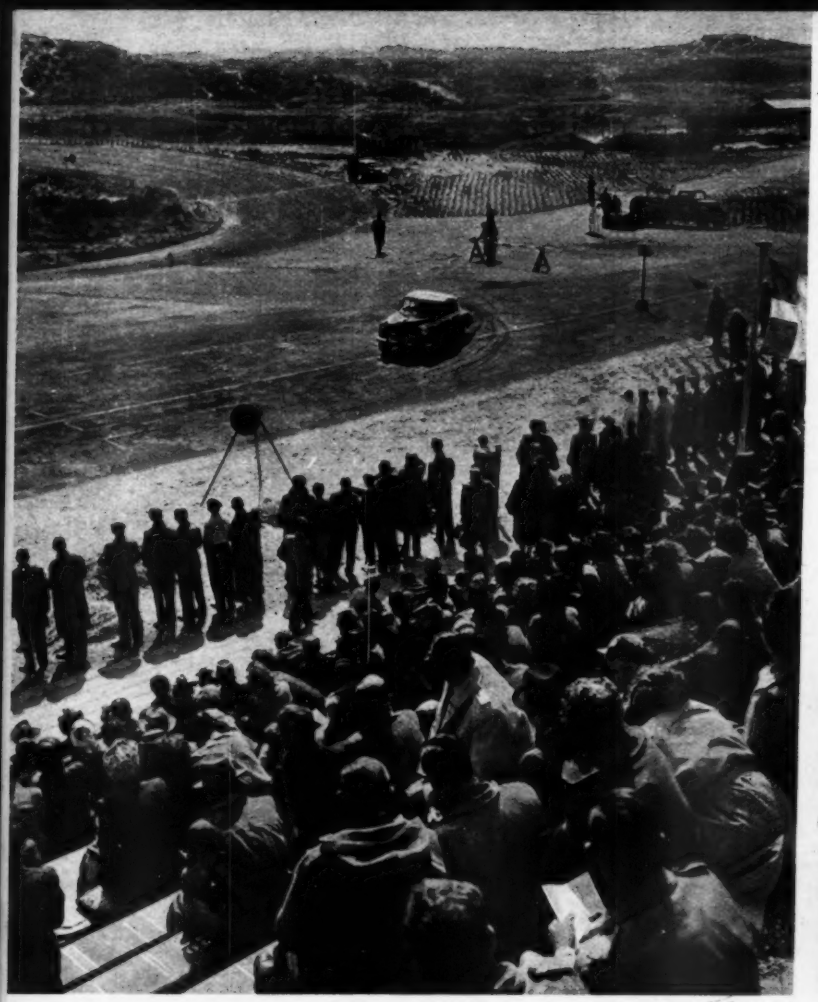
Clear to read and "honest" in form, the instruments include an ammeter, and a high, steady oil pressure is observed, in conjunction with an almost negligible oil consumption in some 600 miles of mostly hard driving. The instrument lighting is not so bright at night as to cause glare, but it is effective. An excellent view is given by the driving mirror. A rear window blind is fitted, and is now unusual in the popular types of car. It is easy to use and is operated, incidentally, by a twin nylon cord concealed by the roof lining. A sliding roof is not fitted. For additional control over ventilation a section of the forward door windows is in hinged-panel form. The main windscreen pillars are thick enough to produce some obstruction of vision at times, although outward visibility as a whole is good and the bonnet is not obtrusive. It does not feel at all a bulky car in overall size, though it is of quite impressive proportions.

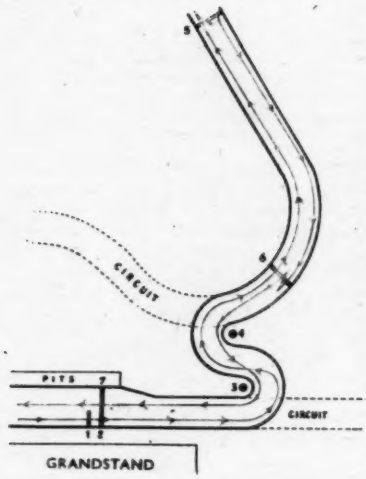
Leather upholstery is used for the front seat and Vynide at the rear, where there is a central folding arm rest as well as elbow rests. In one side of the facia is a useful cubby hole with a lid held by a spring catch, whilst below is a very useful full-width shelf. The horn note is satisfactorily penetrating and the head-lamp beam is quite good up to, say, 70 m.p.h. Some of the minor controls are rather tucked away under the facia, a point of no real consequence. Presumably with various countries' language differences in mind, the minor control knobs are not labelled.

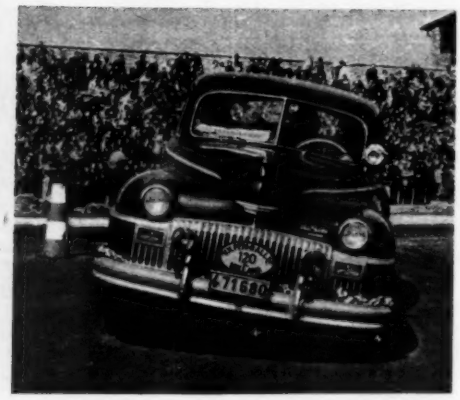
Starting from cold was immediate on all occasions. The mixture-enriching control for the S.U. carburettor can be locked in a sequence of positions and from cold it proved necessary to keep this control in use longer than is usual nowadays before the engine would run entirely free from hesitation, assuming that the driver moved off at once.

An effective heater, as fitted to the car tested, is available as an extra. It was found to benefit the back seat passengers as well as the front seat occupants.

In the front compartment view are seen the clear layout of the instruments and useful parcels shelf beneath the facia, also the heater unit available as an extra. Demisting and deicing vents are built in. At the rear can be observed the useful leg room, the folding central armrest and the elbow rests on the doors, formed as hand grips for pulling the doors shut.







A general view of the special eliminating test, taken from the grandstand (see plan on right). The car in the photograph is rounding the pylon marked 3 on the plan on its return journey.

Gunwale awash—L. A. Th. Pieters forces his De Soto round the second pylon, listing heavily to port.

TULIP TESTS: THE RALLY STORY CONTINUED

THE testing day dawned brilliantly sunny, although there was still a cool breeze, and the scene shifted to the circuit at Zandvoort, on which the eliminating test was due to take place. The nature of this test was kept secret until the morning of the day itself; every car which had completed the course took part in it, but it was only used to decide the relative placings of cars with the same number of penalty marks lost during the road section and the technical inspection. In other words, all the 63 competitors with clean sheets came before those with a couple of marks, however bad their test times.

The test took place in front of the grandstand—now completed, and capable of holding 2,500 spectators, who had turned out in force and paid half a crown each to watch the spectacle—and consisted of starting from a given line on the fall of the flag, rounding two pylons in a sharp S-bend, accelerating uphill until the front wheels were over a line, reversing, returning downhill over a second line, stopping and reversing back over this line, and then accelerating back round the pylons to a flying finish over the starting line. The relative positions of the lines had been carefully worked out, and the test was remarkably fair to many different types of car.

As the early numbers in the rally were borne by the Glasgow and London starters, the British contingent as a whole had first go. Thirty seconds were added to the time taken (and recorded to $\frac{1}{1000}$ sec by a Philips light-ray timing apparatus) for each error, such as knocking down a pylon, failing to cross a line, and so on. Among the early sufferers in this respect were two very fancied candidates for first place, the XK120 Jaguar of Ian Appleyard, and E. Ainsworth's Silverstone Healey; the former put up a tremendously fast time (42.94 sec) but just failed to cross the second line before reversing—a tiny slip which cost him the rally—while the latter missed out one pylon altogether. For a long time the best performance among those with clean sheets was that of R. W. Horton, competing in his first big rally, who swung his Citroen through the necessary evolutions very competently to take 48.585 sec, just beating L. Odell's Triumph roadster, which scored 49.2.

THE TULIP RALLY:
Report begins on page 490

So the day progressed; many good performances were put up by comparative novices at the game—and many slips made by those who should have known better. Comic relief was provided by a Dutch-owned baby Renault, which came nearer to overturning on its return run than any self-respecting car has a right to do without actually doing so, and a home-enclosed Jeep, the Dutch driver of which knew exactly how far he dare go with his mount and neatly lifted the inside wheels six inches or so on every corner. A staggering performance was that of J. Kreisel, another Dutch entrant of a rear-engined baby Renault, who had started from Brussels; for a short time he led the whole rally, by taking only 48.174 sec in a really beautifully judged run. He finally achieved eighth place in the general classification, together with victory in the 1,100 c.c. class—a very well-earned success.

Meanwhile, the big question on everyone's lips was—what could Ken Wharton do? Starting from the Hague, as had Mrs. Cooke, Geoff Holt and Jack

First car home was the Vauxhall Velox of P. G. Walton and J. W. Kirkwood, who started from Glasgow.

After finishing, the competing cars were lined up on the front at Noordwijk. In the foreground can be seen the reception departments, through which the crews and their luggage were taken to the various hotels.

The victorious Fords : L. to R., J. J. Langelaan, Ken Wharton and J. Dorsett with their Pilot, the brothers Jack and Peter Reece (Prefect-engined Anglia), and Mrs. Joy Cooke with her Pilot.

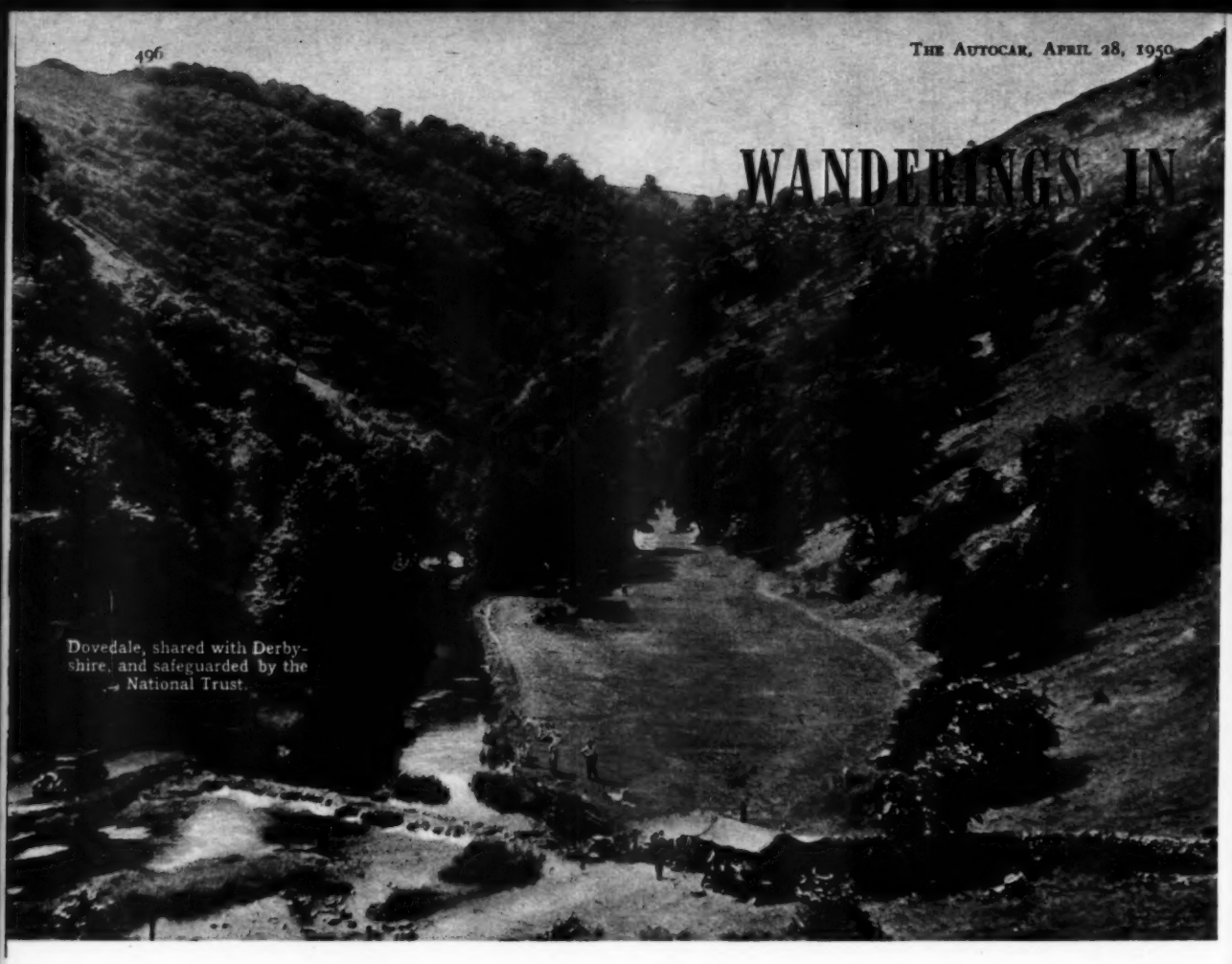
Reece among other British Ford entrants, he came two-thirds of the way down the list of competitors and consequently had some idea of the strength of the opposition; also, however, he had the nerve-racking waiting period inseparable from that advantage. A few cars before him came the Healey roadster of H. A. H. Sijthoff, a well-known Dutch driver, and he brought the time down with a bang to 46.943; and now, could Wharton beat it? As the test had been kept secret, none of the drivers knew what sort of time they could achieve until they tried; they might consider themselves capable of doing at least a couple of seconds better than old so-and-so, but it was all a matter of guesswork. Ken brought his travel-stained buff-coloured car to the line, serious and imperturbable as usual, keeping the engine revs well above a normal tick-over; the flag fell, and he was away, round the pylons with a minimum of fuss and time-wasting slides, accelerating up to the top line. His reversal was a model, unexcelled during the day, and back he came, rocking neatly a foot or two either side of the second line and then repeating his polished pylon pirouette *en route* for the finish. An anxious moment—and the time came up—43.598!

This really seemed unassailable; but there were still one or two serious contenders left. Meanwhile, the next car was the black Pilot of Joy Cooke, who had already made certain of the Ladies' Prize by being the only competitor eligible for it with a clean sheet; not content with that alone, she put up a swift and neat run in 51.487 sec to win in addition the trophy for the woman driver with fastest time in the test. A car or two later came Geoff Holt, who set off in his Pilot with great determination, but had the misfortune to strip bottom gear after his stop-and-reverse act—nevertheless, his time was under 50 sec. The next car was the Anglia of Jack Reece, who had started the day with dire apprehension of the powers of the various Simcas and Javelins which were his chief rivals in the 1,500 c.c. class. However, as the day wore on and they made either slow times, mistakes, or had mechanical troubles, Jack's face once more wore its usual smile, which became a grin of triumph after he had scored 49,856 and taken the lead in Class 2. Actually, the Dutch-owned Morgan 4-4 of W. F. Verhey van Wijk nearly wiped the grin off again later, but its time was announced as 49.880—and two classes seemed safely in British hands. Kuiper's Citroen Six got down to 46.068—good, but not quick enough to rival Wharton—and almost at the end of the proceedings K. S. Barendregt, who had been Gatsonides' co-driver in the Humber which took second place in this year's Monte Carlo Rally, really diced his big Continental Ford round in 45.296 to take second place.

And so it ended, amid acclamations and general praise of the organization, both of the test and of the rally as a whole, for which the R.A.C.-West deserve every encomium.

Bernard Humphreys and Frank Grounds investigating trouble in the engine room of the latter's Javelin, just before the control at Alkmaar.

WANDERINGS IN



Dovedale, shared with Derbyshire, and safeguarded by the National Trust.

ASSOCIATION WITH INDUSTRY IS NO DETERRENT

VISITORS to the potteries and the black country may find it difficult to associate Staffordshire with scenes of great natural beauty. Such concentrated hives of industry offer little pleasure to the motorist, but there is no insuperable difficulty in getting away from them. Various by-passes avoid the busiest centres and, once clear of the industrial areas, Staffordshire is found to be a county of considerable scenic charm. The most attractive district probably lies to the north of the county among the foothills of the Peak District, culminating in the far-famed Manifold Valley and Dovedale. The latter is shared with Derbyshire and most of the dale has to be seen on foot.

It was a very hot summer morning as we last left Newcastle-under-Lyme and we appreciated the sunshine roof. We of the old car brigade are still occasionally envied by the perspiring inmates of ultra-modern models with fixed heads!

Newcastle is the residential area of the potteries and it still retains the characteristics of a large market town. It was necessary to cross the fringe of the industrial area, but it was not long before Etruria, Hanley and Burslem were behind and, in front, the surprisingly straight road towards Endon and the open country. We halted to see the fresco on the Plough Hotel near Endon, the unusual feature being that, although two storeys high, it appears to have withstood the vagaries of the British climate with conspicuous success.

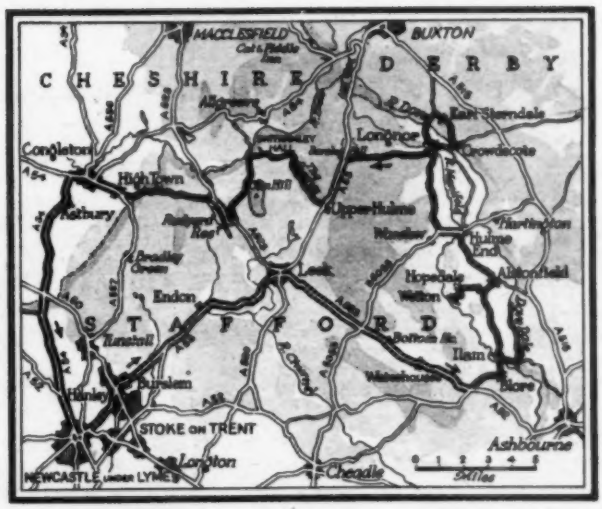
The drive from Leek to Ashbourne is always enjoyable. It is an undulating road, rising at times to over 1,000 feet, and there are many extensive views. I turned off the main road at the top of the hill some five miles before Ashbourne, and followed a delightful lane which descended through National Trust property to the Manifold Valley at Ilam, a most attractive village with a fine Tudor Hall. Cars can penetrate some part of the way up Dovedale. The approach is from the Thorpe road near the Izaak Walton Hotel, where a very narrow lane follows the western bank of the River Dove. The car park is on the right-hand side, in a large field, but it is possible to drive as far as the famous stepping stones before Sharplow Point. There is room to turn, but parking is prohibited, hence, if you propose to explore farther into Dovedale on foot, the best plan is to park the car as soon as you come to the official car park.

Through Dovedale

It is great fun crossing the stepping stones, but if the river is in spate there is a footbridge a few yards north of the car park. Beyond the stepping stones the path is on the eastern side of the river and the three-mile walk to Milldale is of great beauty. You will pass within reach of such famous attractions as Lovers' Leap, Tissington Spires, the Twelve Apostles, Ilam Rock and the Dove Holes. This richly wooded dale, with its cascading stream between lush, green banks, is completely unspoilt and one of the finest National Trust properties in the country. It is apt to be very crowded at week-ends and during the holiday season so a weekday visit is well rewarded. If you are feeling energetic, the steep cone of Thorpe Cloud will encourage your hill-climbing activities, but some of the rough tracks up this hill are a bit too steep to be comfortable.

The end of the walk is at Milldale, where is the well-

STAFFORDSHIRE



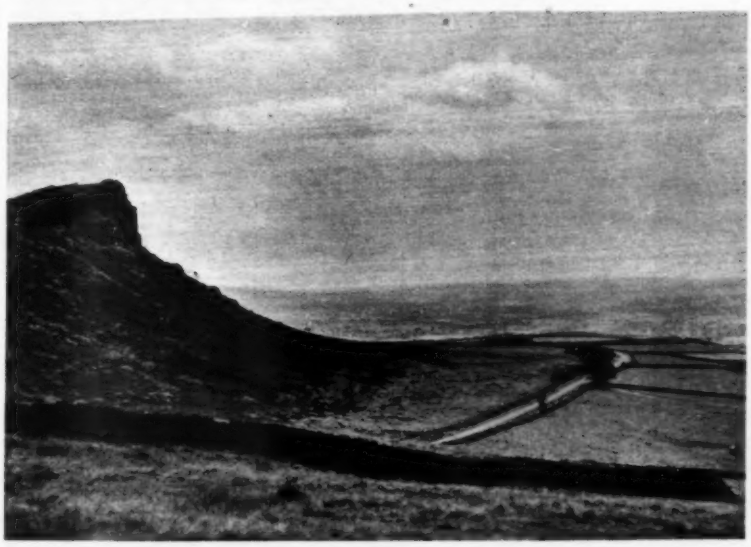
known Viator Bridge, a narrow and graceful packhorse bridge. If you have come as far as this on your own it will be necessary to return on foot all the way to the car park, but if you are fortunate enough to have brought a spare driver the car can be brought round to pick you up at Milldale, a convenient place for the next stage of the journey. It was my intention to see if it was possible to travel by car from Wetton to Wetton Mill, a journey which does not seem very advisable from a study of maps of this lovely part of the Manifold Valley. After descending a very steep, winding hill of the 1 in 5 variety and arriving at the bottom of the valley, the petrol pump gave out! Civilization was ultimately reached late that night, and the tour resumed after a new petrol pump had been acquired.

We came to Longnor, a quiet, grey village, very peaceful and unassuming, and then set forth in search of a Quiet Woman at Earl Sterndale. The Earl Sterndale example turned out to be a cosy village inn. Its intriguing name is shown on a sign depicting a headless lady seen beneath the words *Soft words turneth away wrath.* This

by G. Douglas Bolton

good lady even forgoes tucking a head underneath her arm.

After a long moorland climb rising to a height of over 1,500 feet, we joined the Buxton-Leek road and descended towards the quite extraordinary conglomeration of pinnacles called Ramshaw Rocks. These strange tors of millstone grit, which might be said to look like a petrified hedgehog, are an astonishing sight. The descent to Upper Hulme is long and steep. It is a dangerous hill and was indirectly responsible for my first visit to the Roaches a year or two ago. On that occasion I reached the dangerous lower corner of the hill only to find the road blocked by an overturned Army lorry which had somersaulted down the hill. By some miracle no one was killed, but the road was completely blocked and I thus attempted the narrow byway to the Roaches, using this route as a by-pass. The Roaches may be described as a range of rocks whose summits, comprising the Five Clouds, reach 1,500 feet. At the head of this rocky procession there is a still more remarkable bastion rejoicing in the queer name of Hen Cloud. Excellent views of these rather eerie peaks may be obtained from the track to Rushton which winds along the western front of the Roaches. The word "track" is used advisedly. The road is good at first, although narrow, but it suddenly degenerates into a sandy and very rough cart-track, so narrow that wide cars will find it delicate going. But there *is* a through route and I found it slightly less difficult when recently following the tour described. The circular route was concluded with another visit to the wooded beauty of Rudyard Lake, followed by the picturesque road to Rushton and Congleton. The return to Newcastle-under-Lyme gave another opportunity to visit Astbury Church and the Elizabethan splendour of Little Moreton Hall. Once you have followed this complete tour in fine weather you cannot fail to have acquired a greatly enhanced respect for Staffordshire scenery.



The surprisingly straight road to Endon and, below, the bastion at the head of Five Clouds

Pegged out . . . finishes exposed on the General Motors Miami test field.

COME RAIN, COME SHINE

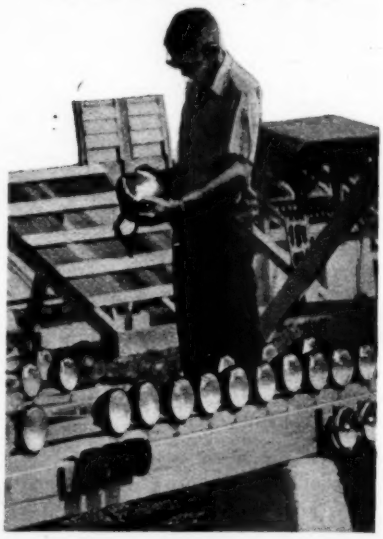
A UNIQUE testing institution for car paints and finishes has been established by the American General Motors company. Located at Miami, Florida, it is called the Miami Test Field, and is operated by G.M. research laboratories, general chemistry department, being used chiefly for tests of both processes and materials—paints, finishes, lamps, plastics, rubber, plated specimens, accessories, fabrics, and so on to determine what climatic conditions cause failures or weathering. Miami was selected because of its uniform year-round climate.

This field is fitted with unusual instruments, some developed in the Detroit laboratories. The Smithsonian Institution, of Washington, D.C., collaborates with the General Motors field staff in collecting and compiling weather data.

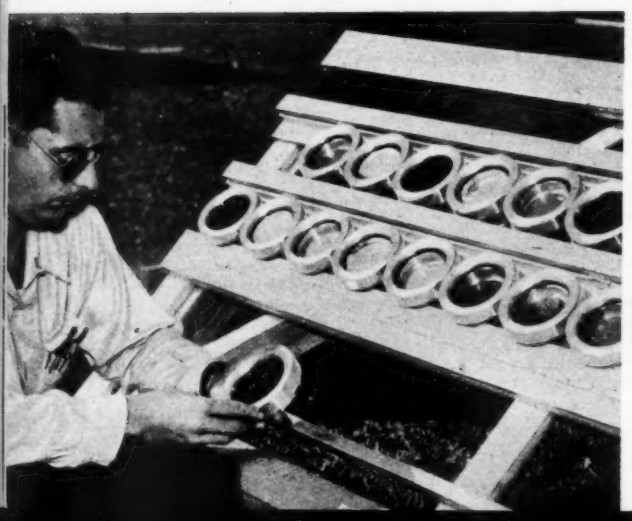
There are the Epply Pyrheliometer, which records the amount and intensity of sunlight; the Dewmeter; the Coelostat, a mirror that follows the sun in its orbit and reflects through an opening in the building where automatic recordings are made, and the Photovolt Glossmeter, which measures variations in the lustre of finishes.

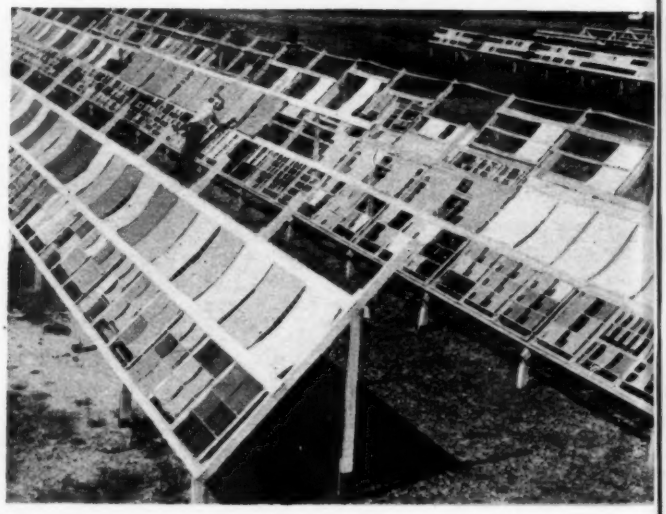
Near Farmington, Michigan, another test set-up exposes samples of paint finishes to the vagaries of Michigan weather, which can be rude and contrasting as compared with Miami's tepid atmosphere.

One of the main headaches is salt. Motorists who inhabit seashore regions are occasionally dismayed at the fading gloss of their finishes. In the research laboratories of General Motors a salt spray is used to measure the corrosive effects of salt in the atmosphere.

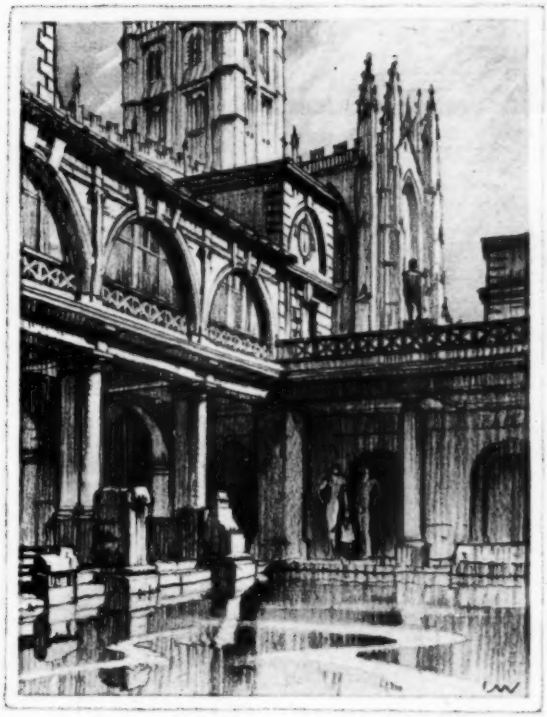


These hermetically sealed cups have windows of various types of filter, permitting only certain rays of the sun to penetrate to the sample on test in the base of the cup. The internal atmosphere of the cups is also determined before sealing up.

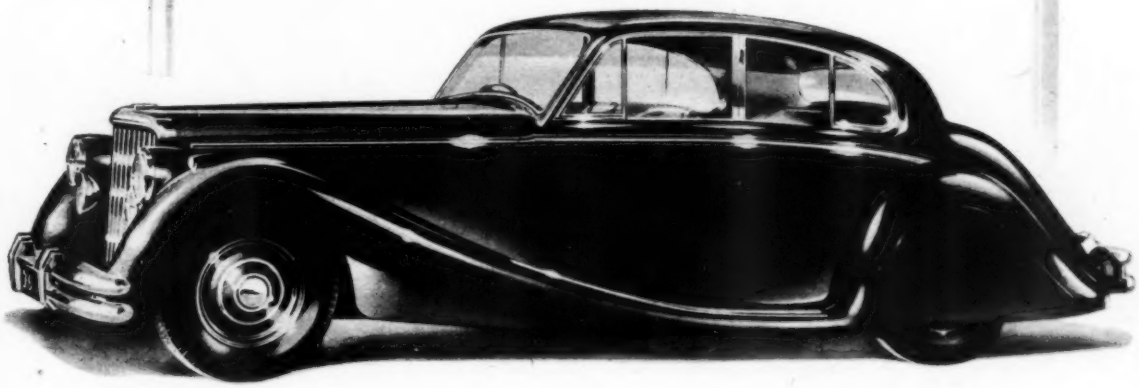




Naked exposure . . . of various fabrics on one set of racks, tested for fade and weather as upholstery material. Above: A research scientist examines lamps on racks which contain every accessory which a car exposes to the weather.



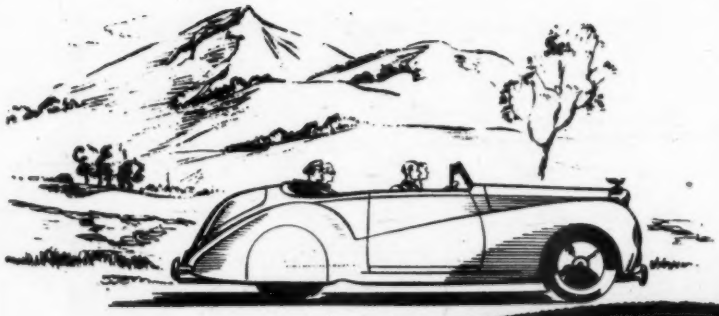
BATH. The Roman Baths, discovered in 1755, with the 15th century Abbey Tower in the background. From the original specially drawn by Lawrence Wright, A.R.I.B.A.



"*EVERYTHING ABOUT IT HAS DISTINCTION . . . .*" Writing of the Mark V Jaguar in the *Daily Mail*, Courtenay Edwards says :— "Everything about it, the feel of it, the way it goes, the way it sounds and the way it looks has distinction! Its engine is as docile in city streets as it is impatiently fast on the open road . . . . I particularly liked the new steering which is light, positive, self-centring and free from road shocks. It corners like a racing car yet the springing with extra long torsion bars for the independent front suspension gives a delightfully smooth ride."

Jaguar

THE FINEST CAR OF ITS CLASS IN THE WORLD



Jack Olding of Mayfair

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The Mark VI BENTLEY

with Special Drop-Head Foursome Coupé

AND POWER-OPERATED HEAD

provides the ideal 'All-weather' Car

Talking of

Talking of SPORTS CARS

. . . FOURTEEN OF THE BEST

BEFORE I began talking of sports cars as a regular part of my livelihood I had always hear-heared Dr. Johnson's "No man but a blockhead ever wrote, except for money," but now I am not so sure. For me, ransacking famous high-performance cars with their owners' collaboration, and perhaps taking them down the "pike" a few parishes, makes even a good whist drive seem tame.

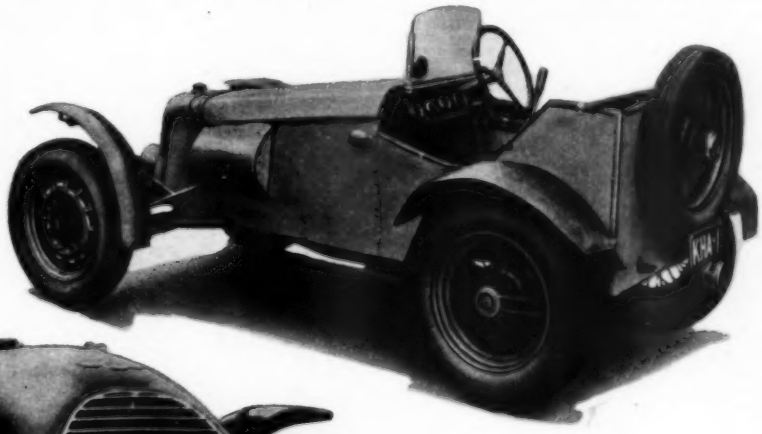
Initials D. M. (that's me) have footed fourteen out of the eighteen T.O.S.C. pieces published since November, 1948, when, following a summer lay-off, the feature got back into working order. And it is with the cars forming this particular sub-series that I am concerned here.

Significantly, all but two of the fourteen were of pre-war origin. The exceptions: Ecurie Belge's 2-litre Veritas, Eric Thompson's Le Mans H.R.G.; and note (a) that the Veritas is derived from and closely resembles (except outwardly) the pre-war Type 328 B.M.W., and (b) that the H.R.G. chassis design is basically unchanged from the 'thirties.

The inferences, of course, are obvious. Few new British sports car designs have come along since Hitler folded, and, at a guess, a larger proportion of Britain's sports car output—as compared with beroofed and beradioed merchandise—has gone abroad. Thus, though many sports cars named Desire have flowed from the Healey, Allard and Jaguar shops in recent times, it hasn't been easy to pin examples down. Moreover, it is of the essence of T.O.S.C. that vehicles reviewed should have history back of them, and it takes miles to make history, and it takes petrol to make miles. For this particular feature, given a straight choice between, say, the famous Finch-Hurn G6 Amilcar, dating back twenty-four years, and a J-type Allard delivered since the '49 Show, I should be drawn to the former. Partly, but only partly, sentiment explains such a preference, for any psychological dabbler will tell you that we ascribe special glamour to things belonging to the era in which we were golden boys with wavy hair and non-detachable teeth. The other bit of the explanation is this: The post-war generation of sportive motorists, if they have the intelligence I give them credit for, will go through life with a gap in their education unless somebody tells them what a G6 Amilcar is, and what it has done, and why it is faster than any production eleven-hundred built today; whereas any moment now, I imagine, the official Road Test chaps will burst upon the world with minutely detailed data on the Allard. To look at it any other way would be as illogical as starting the history of England with load-shedding.

If it brought no other rewards, the round of T.O.S.C. would be worth the tyre wear for the lovely craftsmanship it brings to light. When the craftsmen of every other calling have been gathered to their ancestors in plastic coffins, beneath die-pressed headstones, men of the calibre of Lionel Leonard will still spend patient hours putting a diamond finish on a Magnette's octogenarian valve ports, latter-day Raymond Ways will still drill and abrade elusive penny-weights off age-mellowed 328 B.M.W.s, 1980-model Mike Olivers will burn the midnight amp to conjure yet more prod from heirloom 35B Bugattis. To men like these, perfection is attainable because they won't settle for anything else. If a bright steel axle beam becomes rust-pocked it doesn't matter whether it takes hours or days or weeks to get down to the level of the deepest pit—get there they will.

And another thought for today: Out of the fourteen cars dossiered, only three—the Way B.M.W., the Belge Veritas and the Jason-Henry Delahaye—have independent suspension. All three, of course, are of Continental origin. This doesn't actually *prove* anything at all, it being merely fortuitous that The Fourteen didn't include pre-war independently suspended Britishers like the Morgan 4—4, Speed Twenty Alvis, Atalanta and such, but it does underline the fact that at a time when Bugatti was the only trans-Channel sports car constructor still with a beam between his front hubs, i.f.s. remained the exception over here. I sometimes doubt whether that vociferous minority, the Vintagents, fully appreciate their influence on the march of progress. One canon of their gospel—not, of course, expressed in so many words—has always been that it is effete for wheels to hop up and down to speak of, relative to chassis, with the result that the only time you get a flat



SPORTING TYPES

On the left is the 8-litre Bentley belonging to Ian Metcalfe. This, says the author (and how rightly!), is a good example of starting with a racing car and fitting it out for the road. Above is a type which just scrapes into the "regs" for T.O.S.C.—Ken Wharton's spidery Wharton Special, as successful a climber as another famous spider in history.

Talking of

TALKING OF SPORTS CARS

continued

untended without a roof to its head for over seven years. Since the present owner bought it in 1945 it has won countless trials and sprint awards in competition with stuff more than two decades younger, its greatest day, probably, being September 3, 1949, when it gambouncelled over the standing kilometre at Brighton in an astonishing 36.58 sec, winning the 1½-litre sports class outright.

FAT AND LEAN

Contrast in figures. Above is the rakish Boulogne F.-N. belonging to Frank Morrish, which has about as much surplus trimming as a skeleton, and right, the Ecurie Belge's Veritas, representative of the let's-get-it-all-inside curve, which, says the author, has now turned quite definitely downward.

ride in the typical vintage automobile is when it is an inch or two above the ground.

All right; them's hard words, but it isn't only cowardice which makes me add, first, that for character and individuality the typical vintage car still is out on its own, and second that, as a purely personal opinion, two non-i.f.s. British sports cars in current production are as fast round corners as, if not faster than, any independent rival. No names, no oakum-picking.

Broadly speaking, there are two methods of achieving faster-than-standard road performance. The cheapest, usually the simplest, and easily the most common, of course, is to start off with something reasonably stock and then set about getting weight off and power on. Method No. 2, exemplified among The Fourteen by Ian Metcalfe's 8-litre Bentley (formerly the Barnato Hassan) and Geoffrey Barnard's 2.9 Alfa (*née* Monoposto), is to begin with a racing car and add silencing, climate-foiling, beam-casting, engine-starting and hoot-giving accoutrements. As to which of the two approaches one adopts, that can be a matter only of individual taste and financial means, but I must say that with memories of the Metcalfe and Barnard cars for daydream-fodder, I am personally much attracted to the latter. I think if I were England's Briggs Cunningham I should buy me John Cobb's Napier Railton, holder of the Brooklands outer circuit lap record—it was offered for sale recently—convert it for road use and install a still for extracting alcohol from a garden of weeds.

But just think of it—that Alfa of Barnard's, on which the late Dick Shuttleworth once held the Brooklands Mountain Championship at 78.2 m.p.h., weighs about a ton dry and develops roughly 200 b.h.p. And then the Bentley, Colossus of Roads for short: here the weight is near enough a ton and a half . . . We had better be careful about the output because this is controversial ground; Ian puts it at 268 on Pool, so even if that estimate were optimistic by forty horse you could reckon on seeing off the average autocycle.

Parenthetically, some students insist that what emerges from such a conversion as this is not a sports car at all, and therefore that it has no place in T.O.S.C. To me, this smacks of splitting designative hairs, for if the 8-litre Bentley, for example, is not now a sports car, what for goodness sake is it? Significant that A.G.A.C.I. organizers of the Paris 12-hours sports car race at Montlhéry let it by.

If T.O.S.C. has stretched a point anywhere in recent times it was in regard to Ken Wharton's trials special, which would be about as suitable for any form of speed contest as cheese is for breakfast; and for that there is no one to blame but D. M., who wrote the piece. But one may argue that the point was stretched in a good cause, because the modern trials car is harder to pigeonhole than the duck-billed platypus. At the outside edge of speciousness it might be claimed that a car constructed solely for sport is a sports car.

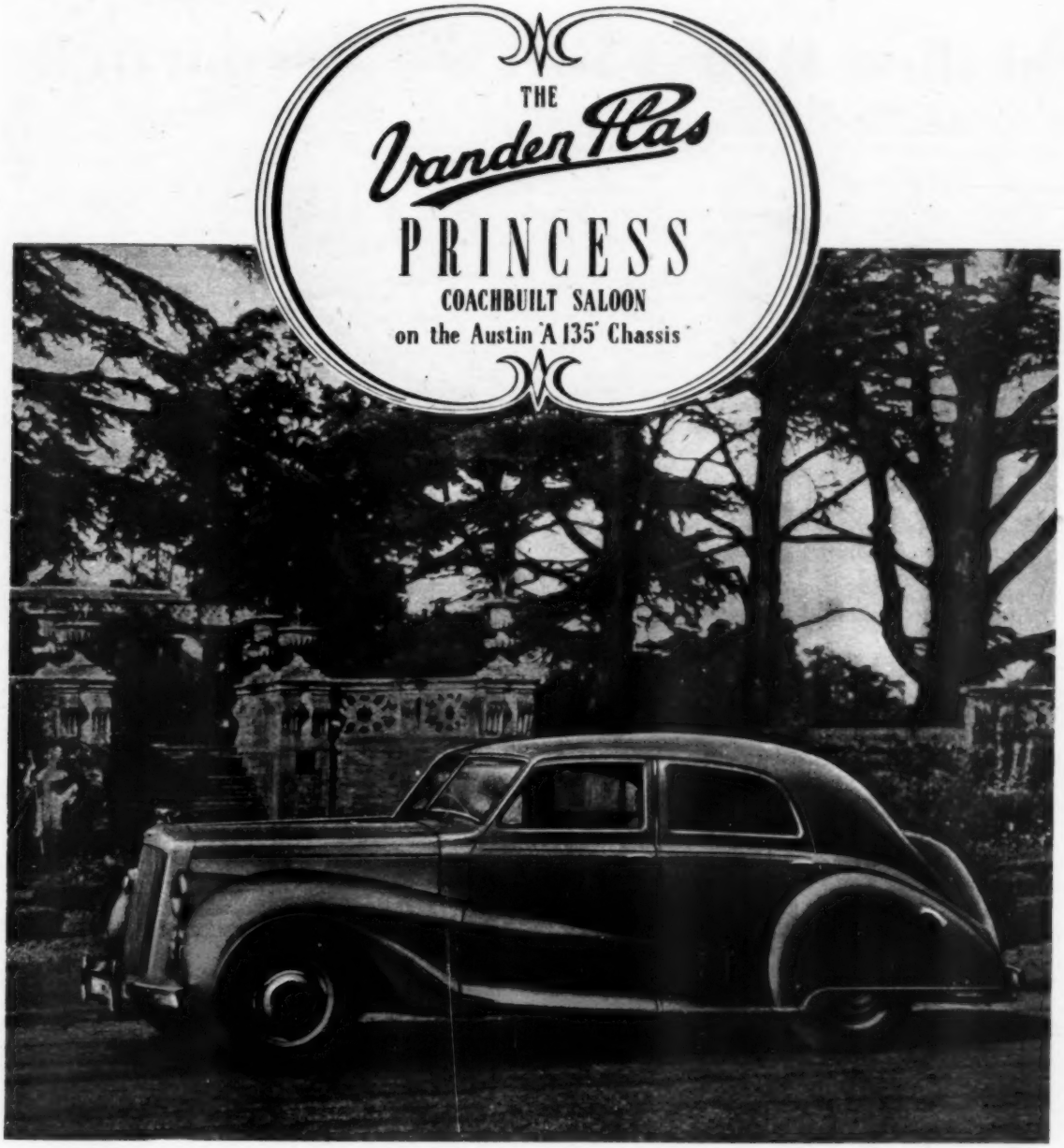
Fascinators

As subjects for study and admiration, two completely contrasting types of vehicle, both well represented in The Fourteen, vie with each other for tops in sheer fascination. On the one hand we have the got-up-regardless school—see earlier comments on the Metcalfe and Barnard properties—and on the other the sort of machine that cost relatively little years ago and owes its present-day prowess to its owner's single-handed ministrations and ingenuity. In the latter category, Frank Morrish's Boulogne Frazer-Nash, dealt with in the March 18 issue last year, was a stand-out. They don't call this rawboned old 'Nash "The Zombie" for nothing, because before its purchase by Morrish it had rusted

For quite another set of reasons, one of the most interesting cars in The Fourteen series was Ecurie Belge's aerodynamic Veritas, powered by a roller-bearing version of the famous 328 B.M.W. engine, giving 135 b.h.p. on an 8.9 to 1 compression ratio. Depending on circumstances, your professional T.O.S.C. compiler sometimes does and sometimes doesn't actually sample the wares. In this case he did, but with no hope, over the terrain available, of checking Emile Cornet's claim that the car has a maximum on the busy side of 130 m.p.h.

If one were able to line up The Fourteen in a row and ask ten random-picked readers to point to the one representing the peak of modernity in design, all but the egregious Reader Popesgrove would instantly pick on the Veritas. And Popesgrove, of course, would be right, for so far as sports car racing is concerned, squashed-toad form, impressive though it looks to an impressionable eye, is already on its way out. Not many of *The Autocar's* contemporary customers will remember it, but the fashion really started in the early 'twenties, when Chenard Walcker fielded a team of toad-mobiles at Le Mans. The cult of the open-bodied aerodynamic sports-racing car reached its heyday in the mid-to-late 'thirties, when Bugatti's 3.3-litre cars of that shape swept a great deal before them, but considerations of weight and brake cooling have since brought second thoughts to the subject, and it won't be long now, I fancy, before every serious Le Mans and Spa contender (*renn-limousins* apart) looks pretty much like the 3-litre Delage on which Henri Louveau and partners did the second-greatest distance in both the great twenty-four hour races last year: narrow and light of body, that is to say, and with gales of fresh air around the brakes.

D. M.



A car that will not date . . . .

The Austin A135 "Princess" Saloon and Touring Limousine models have upheld dignity and individuality and established a refinement for comfort and elegance yet to be surpassed.

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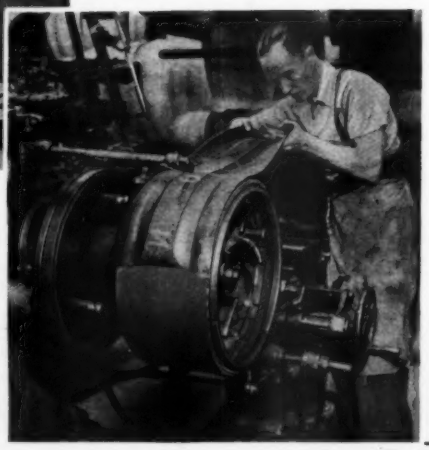
Skilled Hands in Tyre Production

CRAFTSMAN'S TOUCH IS STILL THE KEY TO QUALITY

In the photograph on the left operator Len Richardson is applying the fabric "flipper" around the insulated steel wire of a tyre bead, so that the tyre-builder can later anchor it firmly in the carcass of the tyre.

On right, the skilled and experienced fingers of tyre-builder Bill Secker are seen turning the inside plies, or fabric layers, outwards around the bead of a tyre——

——and, on the left, Bill is turning the outside plies inwards around the bead. These two operations are part of the process of binding the bead to the tyre carcass.



The tyre-builder so deep in concentration is George Lackley, applying the uncured tread rubber to the completed carcass of a passenger car tyre. This operation calls for perfect co-ordination of hand, eye and machine.

ON the outskirts of Wolverhampton lies the most streamlined and progressive tyre production unit in Great Britain. A factory where faster and ever more accurate machines are continually being developed to increase the precision and speed of the tyre-building process.

Yet—ask any of the factory supervisors and they will tell you at once that the difference between a good tyre and a better one is not solely mechanical. The final quality of the tyre still depends on the sensitive, experienced finger-touch of the skilled craftsman, working with the finest raw materials.

You have only to watch the tyre carcass being built-up by hand with ply upon ply of rubberized high-tensile cord fabric to realize how true this is. As the electrically operated building drum rotates, the tyre-builder's nimble hands are never still. They ease a ply here, adjust an angle there, until perfect balance and freedom from creases and wrinkles has been achieved, and the resilience and long-lasting stamina of the finished tyre assured.

The same manual skill is required for the insertion of the steel wire beading that anchors the tyre firmly within the wheel rim; and for the accurate positioning of the wide-woven 'breaker-strip' that provides extra-cushioning and distributes road-shocks evenly round the tyre. The precision achieved in these two processes greatly contributes to the Long Life and Hard Wear for which these tyres are world famous.

And even after the carcass is completed, even in the more highly mechanical process of 'stitching down' the heavy compounded rubber for tread and sidewalls, the ultimate quality of the tyre depends on the trained fingers of the tyre-builder.

Another example of individual craftsmanship is the stage by stage inspection throughout the production sequence. A tyre found to be below standard is removed instantly. And the completed tyres undergo the sternest test of all. Quality Inspectors, with a lifetime of tyre-building experience, give each tyre a thorough overhaul before passing it for stamping with the Goodyear name and emblem.

To the very end of the production line, Goodyear Quality is seen to rest largely in the skill, knowledge, and manual dexterity of individual craftsmen.

One of Guernsey's many pleasant country lanes passes through the pines typical of the island.

WITH A CAR ON GUERNSEY

by Basil C. de Guerin

250 MILES OF MAIN AND SECONDARY ROADS AND CONSIDERABLE MOTOR TRAFFIC

THERE are two approaches to the island of Guernsey and, given the right weather conditions, either may be a thing of beauty and a joy for ever. If one flies down the Channel the sun is seen reflected from the thousands of glasshouses and from the breakers in the blue sea beneath. This brightness is enhanced by the green fields and red-roofed houses which stud the glittering surface.

From the sea, too, approach on a fine morning is an experience. As the mailboat nears the spacious harbour of St. Peter Port, the sun rising behind the islands of Sark, Herm and Jethou to the eastward, sparkles with a red glow upon the windows of the houses, built in tiers near the water's edge, to the crest of the steep hill over the slope of which the ancient town straggles its inconsequent way.

Inevitably the visitor senses the atmosphere that still lingers along this quaint shore and recalls the palmy days of less than two centuries ago, when the islanders lived and thrived exceedingly well upon the proceeds of "free trade."

No "spivs" were these hardy fishermen-cum-privateers, however, though they sold their wares upon the "black market." On the contrary, they were proud of their profession and of the fast vessels they built to ply it, and they followed openly the trade which the Royal Court of the island defended as an ancient right, even to the point of refusing H.M. Customs and Excise permission to establish an office on the island for the prevention of smuggling into England.

This refusal was no mere formality, and from 1666 to 1805 successive attempts by the Customs were appealed against by the islanders to H.M. Privy Council, and on each occasion their petition was upheld. It is strange today to realize that even on the occasion, in 1805, when the final blow was inflicted on this strange form of industry, it was only by a majority of 19 to 6 votes. Among those who supported the islanders' claim to immunity was H.R.H. the Duke of Clarence, who afterwards became King William IV.

All this is past, and no longer do the fast sailing ships with their cargoes of "brandy for the parson and baccy for the clerk" leave in convoys, of which one ship would sail bravely into Plymouth, Weymouth or Southampton under the eye of H.M. Customs while the rest unloaded at less conspicuous places along the south coast.

Instead, an equally valuable, though more prosaic, traffic may be seen on any day throughout the summer when the dockside is lined with lorries waiting their turn to ship the cargo of tomatoes of which over seven million wooden baskets of 12 lb each are sent from Guernsey's glasshouses every year. There are more than 2,000 of these tomato growers on the island, and the area covered by their property is over 1¼ million square feet of glass, or approximately 900 acres, which is nearly one-sixteenth of the whole surface of the island.

Cars for Transport

Visitors who may wonder how these growers and the other 40,000 inhabitants get about without any railways will know the answer when they see the motor traffic on Guernsey's roads.

When the Germans surrendered after nearly five years occupation during the war, they left only some 150 motor vehicles behind; all the others had been shipped to the Continent. Today there are 3,725 private cars, 1,576 commercial vehicles, 99 buses, and more than 1,200 motor cycles licensed on Guernsey, practically all of which were bought during the period of rehabilitation while the island was on export terms.

There are, in addition, 19,000 bicycles on which the owners pay a local tax of 2s 6d annually towards their share of the upkeep of the roads.

Another surprise awaits the stranger who thinks that if one can drive a car round the 30-mile coastline in an hour there cannot be enough roads to make motoring worth while. Guernsey's surfaced roadways alone amount to over 100 miles of first class and a further 150 miles of secondary thoroughfares, and it is estimated that still another 250 miles of lanes, byways and paths exist over most of which motor traffic is possible.

This maze of roads will take the motorist much longer to explore than he expects and will lead through every

form of scenery, from the sandy, low-lying dunes of the island's northern extremity, where the golf links are situated, to the deep, sudden gorges, thickly clad with bracken, gorse and pine, which are characteristic of the more verdant southern plateau, over 300ft above sea level.

The majority of these thoroughfares began centuries ago as footpaths made by farmers tending their cattle, and these inconsequential winding ways are part of the charm of the island. Three main thoroughfares which radiate from St. Peter Port to the farthest corners of the island were laid, however, by the military under Sir John Doyle during the threat of Napoleonic invasion. In the 1939-45 war the Germans introduced tanks, caterpillar tractors and other heavy transport to Guernsey and consequently knocked off many corners, but there are still sufficient left to make driving on some of the island roads a pleasurable experience.

Maritime Roads

There is a charm in following these winding lanes and byways without any set objective, and secure in the knowledge that all roads on Guernsey lead eventually to the sea. It is surprising how seldom such an adventurer meets obstructing traffic, and even though he may have to follow patiently in the wake of a herd of the famous local breed of cows being led to water, there is usually a convenient gateway into which it will be found that oncoming traffic will back. Island drivers have a reputation for courtesy of which they are proud.

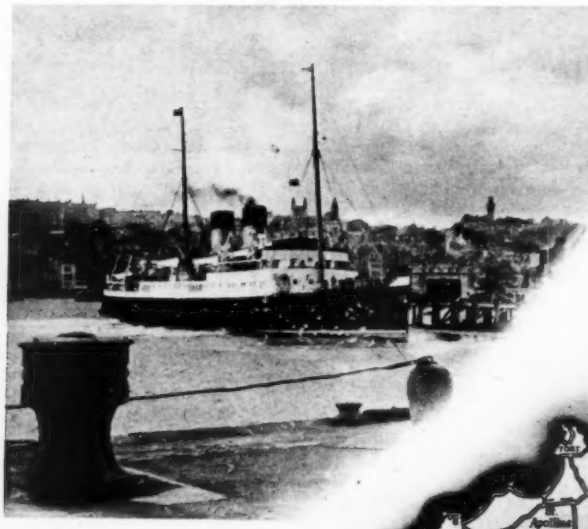
Despite the number of cars already on Guernsey there is always room for more, and visitors who bring their own will find every accommodation for service and garaging. Both the R.A.C. and A.A. are represented and it is advisable to leave the shipment and return of the car to either of these bodies. An International Travelling and Driving Permit will be necessary, and Customs clearance will, of course, be obtained before leaving England, to ensure the car's re-entry. Freight charges on any 8 h.p. and most 10 h.p. cars are £6 14s 4d each way, the rates being assessed on wheelbase. A G.B. plate is also needed.

No petrol may be carried in the tank on board the steamer, but the local representative of the body concerned will supply this need on arrival, and will also see the traveller through the local Customs, which are distinct from those in England. Visiting cars are allowed a ration similar to that of the U.K. (but without a destination allowance) for which application must be made to the island Essential Commodities Committee. Self-drive cars may be hired at from £10 10s per week, for which the petrol allowance is six gallons.

Driving on the island is on the left of the road as in England, but there are local regulations which are strictly enforced. Crossing the white line found at most corners, even with a clear road, will render a driver liable to a fine in the island Police Court, as will passage at more than four miles per hour across the yellow warning lines placed 10ft before the exit from a minor road on to a first-class or main thoroughfare.

In the town of St. Peter Port are a number of pedestrian crossings on which the public have priority, at present uncontrolled, and the motorist must wait patiently until a genuine gap in the procession occurs before venturing across, as any form of intimidation by hooter or otherwise is frowned upon. There are also a number of one-way streets in this town, but the wise motorist will not venture to drive through their narrow, winding length until he is well acquainted with island habits and customs, such as preference for the roadway to the footpath for prolonged discussions or family reunions.

Finally, despite the efforts of the island Police Committee, who have always been the traffic-controlling authority, the States, or local parliament, has rejected the principle of a speed limit except in certain areas, but a charge of driving to the danger of the public still gives wide control.



The ancient town of St. Peter Port straggles from the water's edge to the other side of the steep, seaward slope. Right: This map shows that Guernsey has a considerable mileage of roads—100 miles of main, 250 of secondary roads, while there is a considerable length of lanes and byways.

CORRESPONDENCE

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD STREET, LONDON, S.E.1.

THE BUDGET

The Truth About French Costs

[62650.]—It appears to be the prerogative of Cabinet Ministers to indulge in half-truths. When the Chancellor of the Exchequer told the House that in France petrol cost about 4s 4d per gallon the obvious inference was "how much better off are motorists in this country." He should have added, in complete honesty, that in France all motor taxes are bound up with the price of petrol. There is no horse-power tax. There is nothing equivalent to the British anomaly of taxing an old and high-powered car an annual amount which is sometimes 20 to 25 per cent of its market value.

Petrol rationing has been abolished. There is no purchase tax. There is no annual tax on driving licences. Thousands of light motor cycles pay no taxes of any kind. Had these facts been revealed, the public would have realized that, compared with its neighbours, it was not being let off lightly with petrol at 3s per gallon. W. F. BRADLEY.

Bournemouth.

Increased Petrol Ration?

[62651.]—Cursory reading of the Budget Speech might give the impression that the Chancellor had proposed some substantial increase in the petrol ration. Closer examination shows, however, that this is, of course, not the case.

The proposals are that from June 1 the petrol ration will be at the rate of 180 miles per month. This, it will be remembered, was the basic ration from June to August, 1949, inclusive. The Chancellor's proposals, therefore, mean that until the end of August the basic petrol ration is to remain the same for 1950 as it was for 1949.

Nothing is more dangerous to the interests of the motorist than that the impression should gain ground that an increase in the petrol ration has been granted when, in point of fact, the ration is to remain unchanged. This impression would mean that the motorist is granted a "concession" in the maintenance of the present ration.

The Chancellor's proposals appear to indicate that the ration of 180 miles per month will be maintained after August. This is the only increase contained in the proposals. This means that for the four remaining months the basic petrol ration will be increased by 90 miles per month, or a total of 360 miles' additional motoring for the whole of 1950.

This is the whole "concession"! This is the sum total of the increase in the basic ration! E. M. WAGNER.

London, N.W.3.

Road Transport and British Railways

[62652.]—At last we have, from the lips of the Chancellor himself, complete confirmation of my long-promulgated theory as to the restrictive campaign by the Government against road users for the benefit of the nationalized railways.

It was only two or three weeks ago that we were told that we could not have any more petrol because it involved dollars, but the lure of the extra 9d has proved too strong and the Minister of Fuel will have to eat his words. E. J. VARDON.

London, W.1.

NOSTALGIA

An American Comment

[62653.]—I wish to comment on the note of nostalgia for the "good old days" which appears frequently in your Correspondence columns and even occasionally in articles on engineering and styling. Might this possibly be owing to the older cars having about them an aura of not only freedom to purchase but also freedom to operate?

The Autocar has given me many hours of pleasure, and I hope to remain a subscriber for a long time to come.

Glendale, California. K. O. CARTWRIGHT.

STREET LIGHTING

Expense Stands in the Way of Efficiency

[62654.]—I refer to the letter in your issue of April 14 [62629] signed by Mr. C. S. Reed. I would like to make it clear that street lighting of the type mentioned can be achieved practically anywhere, but there are two major bars to its advancement at the moment. The first is capital expenditure, which, you and your readers are no doubt fully aware, is very restricted at the moment by Treasury ruling. Secondly, the cost of street lighting comes on the rates, and in spite of the fact that the benefits of good street lighting are very obvious to all road users, it is difficult for the local authority to put over further increases of local rates in all but a very few areas at the moment.

I would again emphasize that we who are actively concerned in the street lighting world are of the opinion that the standards of lighting available in this country are second to none in the world, and it only remains to put these into practice in more of our built-up areas to make motoring by night a far more pleasant, and what is more important, a safer proceeding, for both the motorist and other road users.

H. E. G. WATTS, A.M.I.Mech.E.,

Watford, Hertfordshire. The B.T.H. Co., Ltd.

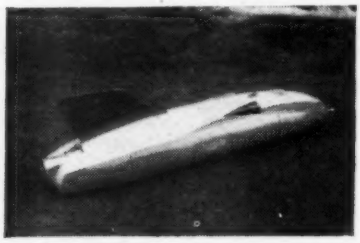
JET MODELS

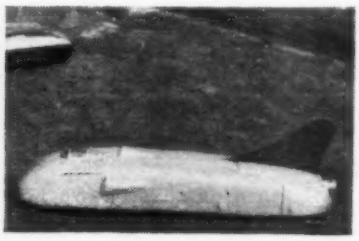
Attractive 100 m.p.h. American Designs

[62655.]—I am enclosing photographs of my fleet of jet-powered racing cars; I do hope you will be able to use them. They are built to scale, along the lines of the cars that were used to break the world's land speed record, now held by your country. I would like to see you raise it higher with a jet-powered car.

These cars are 35in long, 8in wide and 12in to the top of the fin; they will top 100 m.p.h. travelling in a 70ft circle, and they burn regular automobile gasoline, in Dyna-Jet model aircraft engines, developing 2½ lb static thrust.

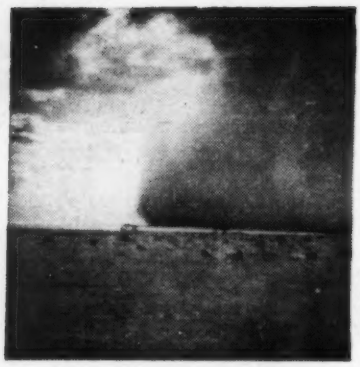
New York. FRANCIS X. GRUBER.





Jet-powered (yes, really) models of land speed record types of car, made by an American reader. See letter [62655].

CORRESPONDENCE . . . continued



What an approaching sandstorm looks like—a photograph sent by Correspondent [62657].

SUMPS AND SAND

How Was the Austin's Changed?

[62656.]—As this my first communication in many years of eagerly anticipated perusal of *The Autocar* (my wife has long since scored Friday night off the social calendar), let me congratulate you on the uniform excellence of your journal.

"Four Hundred and Thirty Miles a Day for Three Weeks" (April 14) records a wonderful achievement from both aspects—driver and builder. I have, however, a good deal of experience in desert travel, and, to my mind, changing a sump in the "mother and father of all sandstorms" would be worthy of an article to itself. Believe me, I am being in no way derogatory, but would be extremely interested to learn how this was carried out, while excluding sand particles from the big-ends and crankshaft, and so on.

Dumbarton. DOUGLAS N. CAMPBELL.

What a Sandstorm Looks Like

[62657]—I have had plenty of experience of the desert, having been at R.A.F., Il Adem, for nearly two years, and I found that if and when the sandstorms were really at their worst (see photograph) it would be next to impossible to change the sump of a vehicle without getting sand and dust inside the crankcase. K. HIBBERD.

Angmering-on-Sea, Sussex.

ROAD v. RAIL

Walking by Permission One Day?

[62658]—I would like to congraulate you on the leading article, "Signals at Red," in your issue of April 7.

Sir Cyril Hurcomb has made it very plain in his recent pronouncements that the B.T.C. will not gladly suffer traffic to find its way to any other than the public transport system.

The B.T.C.'s only remaining competitors are the C licencees and the private motorist; and the threat to the freedom to these two classes is a very thinly veiled one.

The restrictions placed upon the long-suffering public in the matter of freedom to choose its method of transport are already great, but if Sir Cyril Hurcomb has his way they may be greater still. If his line of argument were carried to its logical conclusion one might eventually be faced with legislation prohibiting the individual from walking where public transport is available.

Hatfield, Middlesex. G. S.

The Problem of Goods Traffic

[62659.]—The sense of the remarks in your leading article (April 7) will be endorsed by the great majority of motorists. It is, however, weakening your case to overstate it unreasonably. In considering that your two quotations mean one and the same thing, you underrate the magnitude of the problem facing Sir Cyril Hurcomb, and my recollection is that there was a context to the B.R. solicitor's remarks which considerably moderated the dictatorial tenor of the words quoted.

Speaking purely as a motorist whose business involves occasional journeys on the main roads radiating out of London, one is inevitably struck by the amount of long-distance main road traffic which, from the private motorists' point of view, is an obstruction to rapid cruising. For example, my pet nightmare is the road from Gloucester to Chepstow on the route to South Wales.

Without doubt, the solution propounded by your journal would be to make the roads adequate, but whatever shade of government we have, it must be admitted that to hope for any effective development in this direction under ten years is a pipe-dream, and yet the nation owns perfectly adequate routes in the form of railways.

Supposing it were possible to give the consignor of goods traffic as good a service as he now gets, at the same price, and at the same time save petrol, reduce the amount of slow heavy traffic on the road, and reduce also the deficit on the railways, surely not even you would allow anti-nationalization bias to prevent your saying it would be a good thing. But of course all the above conditions must be met.

Apart from cost the two great merits of road transport are that goods are sent from door to door, and that cross-country journeys are independent of time-table and shunting complications. If, however, it were possible, without touching the loads, to plant them container-fashion on trains travelling at express speeds down the main radial and cross-country routes, having lorries and drivers ready, briefed in advance at the main distributing points, to run the loads to their destinations, it might be achieved.

The first requirement is a container which can be shifted from lorry to truck and back in a matter of seconds. Next, a frequent service of "fitted" trains running at genuine express speeds down the main lines calling at only the main industrial centres, and thirdly a rigid refusal to try to use this service for any cross-country journeys involving the shunting of trucks.

Thus, the London (for example) control would divert to railway reception points all lorries with loads conforming to railway loading gauges for destinations more than 100 miles distant for points within 35 miles of the stopping places. With frequent trains and slick handling all loads should be on trains very rapidly and within a few minutes of despatch facsimile documents would be transmitted to each stopping place, thus enabling crews and lorries to be ready for the train's arrival and again within a short time the loads would be en route to the consignee's door.

This also may be a pipe-dream, but do not lose sight of the fact that the taxpayer is financing a heavy loss on the railways, and is suffering great inconvenience on the roads. While deprecating any suggestion of being forced to adopt an inconvenient means of transport for political reasons, let us not blind ourselves to a problem which, nationalization or no, is of very serious concern to every single taxpaying citizen.

London, N.20. PAUL SMITH.

[We agree with almost everything our correspondent says, and surely it is up to British Railways to put its house in order and provide attractive services from the economic point of view, and not to plead for political restriction to be placed on competitive traffic.—ED.]

NEW TOWN TRAFFIC

A Flaw in the Gradient Reasoning?

[62660.]—Your article on "New Town Traffic Plans" (April 7) is accompanied by an artist's impression of a roundabout with the statement, "gradient disadvantages are shared by each class of traffic, the cycle-way descending at the junction, and the traffic-way ascending." This appears to be a fault in the plan. Surely there is no disadvantage in having a gradient up to a roundabout? On the contrary, it would be a great advantage for the users of the traffic-way, as it would assist deceleration to, and acceleration from, the roundabout. Accordingly, all the gradient should be given to the traffic-way, leaving the cycle-way level.

No doubt a statistician will calculate that it would pay to raise all busy roundabouts on pillars, with a cycle roundabout beneath. H. H. KEYS.

Chigwell, Essex.

CONSTRUCTORS' CORNER

Advice Wanted on Special Building

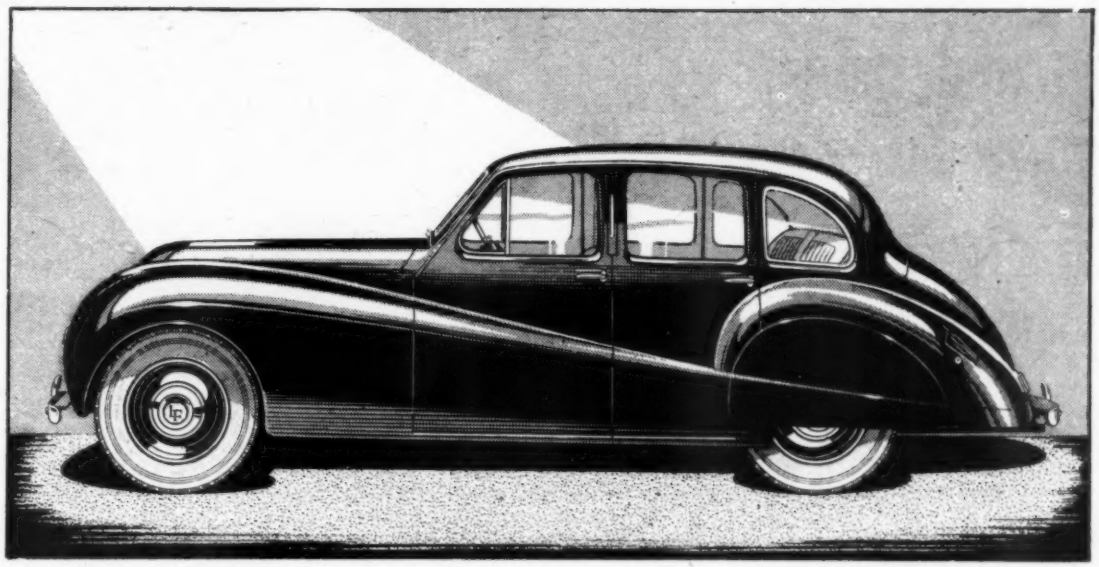
[62661.]—It is my ardent desire to build a trials special, stark in appearance but nevertheless "useful." I must add that the same vehicle would be taxed and insured to be used as a snappy conveyance upon the roads.

Whilst possessing sound mechanical knowledge of practically all popular makes of chassis and power units, I lack the knowledge of constructional details. Therefore may I appeal, through your excellent journal, to those enthusiastic readers who have built their own "dicers" for their invaluable assistance in this matter? For their information I am able to read plans, drawings and blueprints and I would be glad to communicate with whoever should come to my assistance.

Bromley, Kent. J. E. O. CONNELL.

[Letters will be forwarded.—ED.]

LEA-FRANCIS CARS



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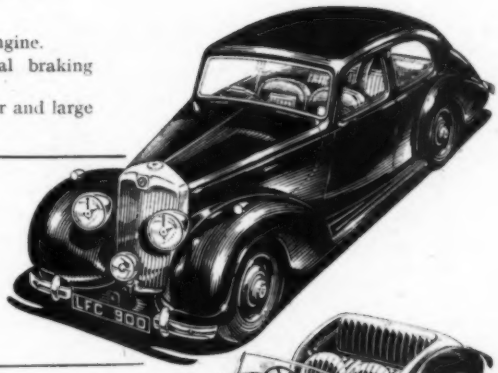
Independent front wheel suspension with Hydro-mechanical braking system.

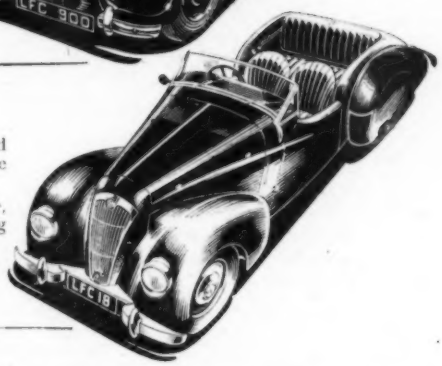
Low-built, elegantly styled body, with roomy luxurious interior and large luggage compartment.



The 14 h.p. Four-Light Saloon

The typically British body styling and generous overall height and width, are features that made this model one of the most popular cars exhibited at the 1949 Motor Show.

The Specification includes :—14 h.p. O.H.V. four-cylinder engine. Independent front wheel suspension with hydro-mechanical braking system.



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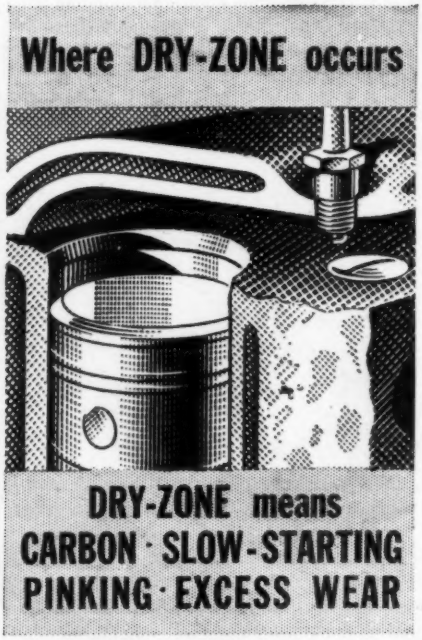

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CORRESPONDENCE
continued

The Hopper Special performing at Bo'ness Hill-climb. This may have been the unrecognized car seen by a reader, says the builder [62662].

MYSTERY CAR

Was it the Hopper Special?

[62662.]—Referring to the letter published in Readers' Service, signed H. K. C., of Blackhill, Perthshire, it would seem to me that the car seen by your correspondent, which he believed to be a Fiat 1400, would be the Hopper Special, a car constructed by me some three years ago. I enclose a photograph of the car when it was competing at the 1948 Bo'ness Hill-climb and would mention that two points agree with the details given by H. K. C. The car is grey, and it was in Perthshire at the time.

The car is independently sprung on all four wheels, has a top gear ratio of 4 to 1, and has been timed at 97 m.p.h.

Glasgow, C.2. IAN J. HOPPER.

WRITING TO US!

Poetic Comment on The Scribe's Note (April 21)

[62663.]—Your Correspondence Editor must be a treasure
If he extracts from our letters such lively pleasure.
To think those little moans we so often send to you,
In our vile handwriting and in language somewhat blue,
Are really appreciated, is courtesy carried far;
Perhaps that's the reason why we buy *The Autocar*!

Shirley, Croydon. W. DELL.

LOCKING BRAKES

Faulty Hose a Cause on an M.G.

[62664.]—I was interested to read the letter from J. D. T. of Falmouth on the Readers' Service page in the March 31 issue.

I experienced a similar trouble with one of the front brakes of my 1½-litre M.G. a short while ago, and traced it to a faulty hydraulic hose, the rubber lining of which had become so swollen internally as be acting almost as a non-return valve. The damage had been caused by someone having put mineral oil in the brake system instead of the correct fluid. A new hose cured the trouble.

Incidentally, J. D. T. should also make sure that the leading *and* trailing edges of his new brake linings are well chamfered off, bearing in mind that he experiences some trouble when applying the brakes when reversing. WILFRID O. FARMER.

Lymm, Cheshire.

SPEED v. CONSUMPTION

Mr. B. Houlding Replies to a Critic

[62665.]—From his letter [62559] it would appear that Mr. R. S. Peach has allowed himself to get more out of touch with present-day conditions than one would expect.

With due respect and humility, let me bring Mr. Peach a little more up to date with carburation practice. He says that the correct size of choke tube for a fixed choke carburettor is one which just permits peak performance on the test bed. Now five minutes with any carburettor settings list will be sufficient to convince Mr. Peach that this is far from true; as an example of what I mean, let me cite the following two cases: A very large manufacturer turns out a 2¼-litre four-cylinder commercial vehicle fitted with a certain make of 42mm carburettor, which has a 31mm choke tube. The same manufacturer also produces a 4-litre six-cylinder commercial vehicle which is fitted with a 30mm carburettor with only a 27mm choke tube. Surely Mr. Peach, knowing what he knows about carburation, will not think that if a 31mm choke is required to elicit the maximum b.h.p. from the 2¼-litre engine it is possible to obtain the maximum performance from the 4-litre engine with only a 27mm choke.

Personally, I favour the system of tuning a carburettor to give a certain desirable gas velocity in the venturi, and I am horrified to note that the gas velocity through the 31mm choke is only 270 ft per sec, while in the 27mm choke, on the bigger engine, it is over 450 ft per sec. Whichever way we look at this, one of these two settings is undeniably wrong, and I would be interested to have Mr. Peach's comments on the disparity. Let me stress that this is not by any means an isolated example; there are literally thousands of others just as glaring, and if I thought space could be found I would submit a few dozen for the information of all concerned.

In conclusion, I would say that if Mr. Peach thinks it a praiseworthy thing that a manufacturer would stop at spending "even a halfpenny" to cure such an abominable fault as "dieseling," I certainly do not, and from my correspondence recently thousands of others do not. As for this trouble being allegedly the result of poor fuel, I would mention that I have recently had letters from British car owners in America, where, in popular parlance, the petrol is "good enough to drink," who are having exactly the same trouble, and who are just as fed up about it as I am.

Preston, Lancashire. BERT HOULDING, Jnr.

Fallacy of Simple Mathematics

[62666.]—In letter [62610] Mr. J. D. Richards seems to have carried his simple mathematics a long way. To continue on the same line, we might as well say that a Ford is a "better" car than a Rolls-Royce because many more are sold.

This will appear absurd, but I follow the same basis of argument. J. A. F. AMOR.

York.

ROAD SUGGESTION

Put the Arteries Alongside the Railways

[62667.]—It seems very probable that in a comparatively short time, railways (as far as passenger traffic is concerned in this country) will become obsolete. Would it not, therefore, be sensible, in any any new arterial roads, to put them on either side of the railway, where, in a large number of places, there is room for them on existing railway property?

Such roads would be free of pedestrians and would not interfere with their rights in any way. H. S. K. SNOWDON.

Bletchingley, Buckinghamshire.

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The Autocar READERS' SERVICE

Freeing Rubber Bushes

As a regular reader of "The Autocar" would you kindly give me any information regarding removal of rear springs on my 1938 Morris Ten? The difficulty I am having is that I cannot move the shackle pin which passes through a rubber bush in the springs which are attached to the chassis. This pin has apparently "grown" to the steel bush which passes through the rubber, there being no lubrication of same.

Two of us have tried to drive it out with a 14 lb hammer, but no luck; after this we made a steel cramp ⅝in thick but it just opened outwards—have tried oil and tried to turn with a spanner, but the spanner just flies back. L. W.
Gillingham, Kent.

WE suggest you use a fluid rubber solvent, which can be obtained from any rubber manufacturer or dealer. This has the effect of softening the rubber, and will permit the pin to be freed by twisting. It may, of course, be necessary to twist it beyond the single movement of a spanner, and a socket wrench is the best method of achieving this.

Air Cleaner and Performance

I have a 1947 Singer Nine Roadster, the engine of which is fitted with an air cleaner and silencer. I have found that the performance of the car is very greatly improved by the removal of this component, and that its refitting causes a very marked "flat spot"; I have thoroughly cleaned it with both petrol and ether, without improvement, and have finally resorted to the expedient of drilling a series of holes in it, in order to allow the entry of sufficient air, and yet retain some of its silencing properties. I would be glad if you would advise me as to whether this is a normal occurrence, as it seems to me to be highly unsatisfactory.
Gravesend, Kent. M. G. M. V.

IT must be realized that the carburation of a car is affected by the fitment of an air cleaner. Consequently, the carburettor should be adjusted with the air cleaner fitted, and, when the cleaner is removed, the performance will naturally suffer.

It would appear that your car has been tuned with the air cleaner removed, and the carburation should be attended to accordingly. No great harm, on the other hand, should result from running the car without the cleaner in this country, should you so desire.

Cooling

I have just put a Ford Ten engine into a Wolseley Hornet (EW) chassis, retaining the four-speed gear box. Everything has gone "according to plan" save the fact that the water does not circulate fast enough. As I have never gone into the details of heat exchanging, as applied to cars, what are the requirements as regards head of water, position of engine in relation to radiator, and so on? Can you recommend a book dealing with this subject? I may add that I have retained the Wolseley radiator which has a capacity of three gallons approximately, the Ford Ten having, I believe, half the amount.

The main trouble is that the water does not leave the head fast enough to let the cold in at the bottom. It seems to stay in the head till it boils, but the top tank is not unduly hot. I have not fitted a fan or pump as I deemed this unnecessary with the extra water carried.
Oborne, Dorset. W. G. E.

IN our opinion the Wolseley Hornet radiator should be amply capable of cooling the engine, provided it is in good condition. We suggest that you clean the radiator out with one of the proprietary mixtures available for the purpose, and also check the position of the header tank with relation to the cylinder head. There must, of course, be a fairly considerable rise between the two to induce good thermo-syphonic action. There is no standard book dealing specifically with this problem, although several of the better books on automobile engine design devote some space to cooling systems.

A fan or water pump should hardly be necessary in this case, although, naturally, the addition of a pump should cure the trouble without really getting to its cause.

Transmission Whine

My 1939 Austin Ten has suddenly developed a tram-like whine on the shaft. At 49,000 miles this is no doubt old age. But is there a cheap remedy or any alleviation available? The car is otherwise running perfectly. F. F. B.
Sanderstead, Surrey.

WE imagine that the noise referred to is from the final drive and in view of the age and mileage of your car we consider that this must be accepted as inevitable. However, it may be that an improvement can be effected by means of the adjustment provided for the meshing of the pinion and crown wheel, but we would definitely not recommend you to try to make this adjustment yourself. It should be entrusted to an Austin agent as it calls for experience to make the adjustment satisfactorily.

Week by week *The Autocar* answers by post many questions from readers on a wide variety of motoring subjects—technical, legal, touring, maintenance, sporting and general. A selection from these of wide interest is published as a regular feature. Readers wishing to use this service should address their queries to The Editor, *The Autocar*, Dorset House, Stamford Street, London, S.E.1. Only a selection of queries and answers can be published, in view of which fact, a stamped, self-addressed envelope should be enclosed for a direct reply.

It is requested that queries for this section be kept separate from other communications and that questions which normally are addressed to manufacturers' service departments should not be regarded as eligible.

Battery Capacity

I should like your technical advice. My 1940 Rover Twelve is fitted with a 51 ampère-hour 12-volt battery and I am not able to get it fully charged. The following facts have been verified: charging rate correct; cut-out functioning correctly; no short circuit in the wiring; all cells of the battery have been tested and found to be serviceable; and no loss of charge on standing (this has been checked up to two weeks).

The automatic charging regulator appears to be functioning correctly, in that after using the starter to any extent the charging rate may be as high as 15 amps; this rate is gradually reduced to 2 or 3 amps, although the battery is not fully charged. The specific gravity of the acid never reaches its correct reading of 1.250 or thereabouts.

The only point that has occurred to me is that at some stage acid has been lost and the battery has subsequently been topped up with water only. Is this a feasible solution, and how can this be verified and how best rectified? Or can any other suggestions be made?
East Grinstead, Sussex. H. L. G. L.

HAVING regard to the data you give, we can only say that there is no apparent reason why the battery should not be fully charged after the car has been running for a sufficient time.

It is extremely probable that the specific gravity of the electrolyte is incorrect and this could best be dealt with by handing the battery over to a battery service agent so that he can bring it up to full charge and adjust the specific gravity of the electrolyte. After that you should have no further trouble. As the life of a battery lengthens it is frequently not possible by charging to raise the s.g. to the fully charged figure when new.

Clutch Slip

Could you please help me over the slipping clutch in my 1934 Austin Seven? I have had it relined and new springs fitted twice within a year, but after about three to four months' wear it starts slipping again after a long journey.
Craigorad, Co. Down, Northern Ireland. A. B.

YOU should certainly not be troubled with clutch slip to the extent that slip occurs after only three or four months' service after relining. Assuming that the work of relining and adjustment was properly carried out, we can think of only two reasons why you should have the trouble: (1) That you are in the habit of letting your left foot rest on the clutch pedal in the manner known as "riding the clutch," or, (2) that oil is finding its way from the rear main bearing into the clutch pit and getting on to the clutch surface. As your car is now 16 years old, the latter is a quite probable explanation and you can check up on it by washing out the clutch with a syringe and petrol, holding the clutch pedal down while doing so. If this effects a temporary cure you can be sure that oil on the clutch is the trouble and the remedy will be new main bearings.

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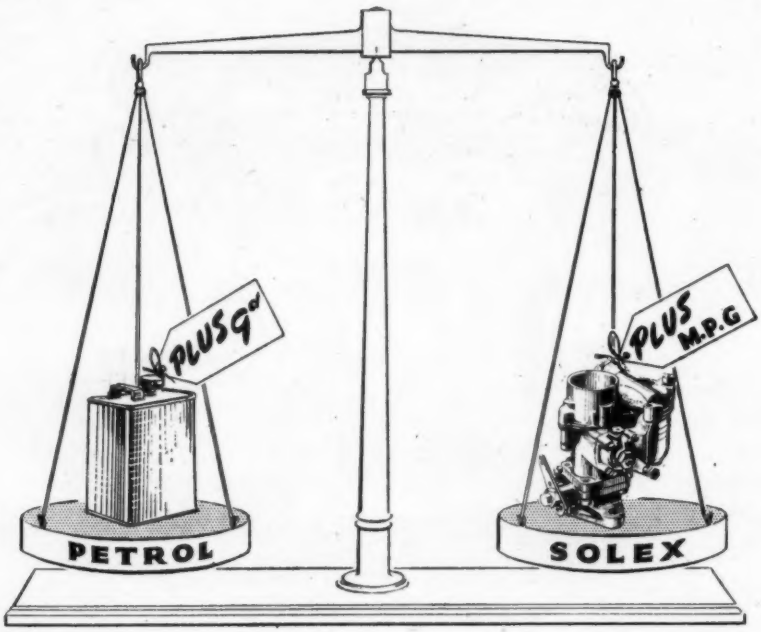

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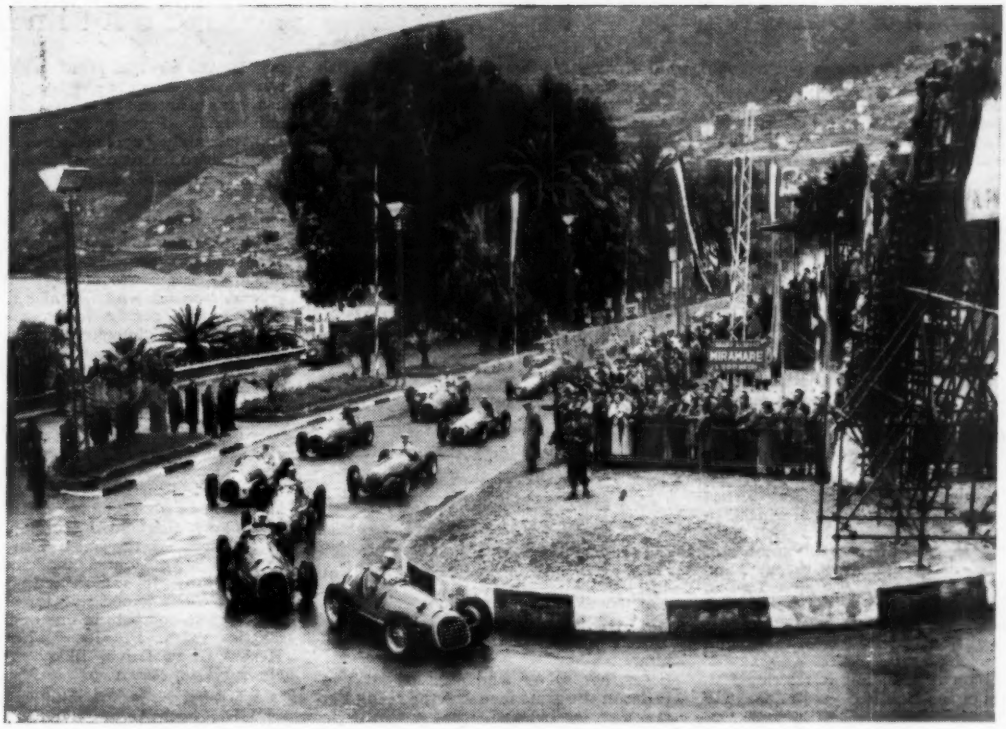


Palm trees and promenade; the massed start of the recent San Remo G.P., with Ascari leading Villoresi into the first corner. Fangio, the eventual winner, is seen in fifth place in the lone Alfa-Romeo.

THE SPORT

Conducted by S. C. H. DAVIS and J. A. COOPER, A.M.I.Mech.E., M.S.A.E.

POPULARITY OF THE INTERNATIONAL RALLY: WHAT ABOUT BRITAIN?

THERE is no question that the general enthusiasm for the long-distance rally, among drivers from both this country and abroad, has now reached unprecedented proportions. This year's Monte Carlo Rally, of course, attracted far more would-be entrants than could possibly be accepted, and the phenomenal success of the Tulip Rally—with almost 300 starters—lends additional emphasis to this theme. There have also been the Sestrieres Rally, the Cannes Rallye Soleil and the Ulster A.C.'s Circuit of Ireland; shortly we shall see the Lisbon Rally and the Alpine Trial.

All this is rather galling to people in this country, as the first question that is asked of us on the Continent is the rather pertinent enquiry as to the date of the next big British rally. Almost every Continental competitor is genuinely anxious to compete in such an event, and it really seems to me that it is time that a serious effort were made to overthrow the many considerations which, admittedly, make the organization of such an event a matter of some difficulty.

The usual argument put forward against such a scheme is, of course, that of petrol rationing; but it is my firm belief that if sufficient evidence could be put forward by the R.A.C. of the benefit to the tourist trade that would undoubtedly result, the Government could be induced to take a favourable view of such a project. The other problem is that of shipping space; but it should not be impossible to overcome this, by the use of as many different routes as possible and the charter of special vessels. A considerable amount of the route—I should say at least a thousand miles—could be run in this country, including sections through Scotland and Wales, and an excellent event would result. Of course, the wholehearted co-operation of the police would be essential, even if it did not reach the pitch achieved abroad, where competitors are sometimes encouraged to attack the land speed record down the village street.

Reverting for a moment to the Tulip Rally; this was a really gruelling and excellently organized show, which now has earned its place among the premier events of this kind. High praise is due to the organizing club, the Regionale Automobielsport-Club R.A.C.-West, together with the K.N.A.C. and all the other national clubs who contributed to its success.

THE success of the first Brands Hatch meeting proves that this Kentish circuit has come to stay; it possesses the immense advantage over the aerodrome courses that the general public are really able to see what is going on over quite a large proportion of its length. Incidentally, there is an excellent news-reel film of the meeting which is going the usual round of the cinemas.

The undoubted superiority of the twin o.h.c. Norton power unit in Whitehouse's Cooper emphasizes the fact that the speedway J.A.P. engine is gradually losing ground, and will intensify the desperate efforts which many people are making to beg, borrow or steal a more powerful and robust unit. The other answer is—as Oswald Short used to say—to "simplicate and add lightness"; after all, the minimum weight specified in Formula III is 440 lb, and I am sure that no one has actually got down to this figure yet. In this connection, it is interesting to note that Lex Beels, the Dutch driver who did so well with a Cooper at Zandvoort and in one Goodwood meeting last year, has just completed the first of several cars which weigh no more than

THE SPORT . . . . . continued

500 lb, and should give a very good account of themselves.

Other new cars which had a chance to show their paces at Brands Hatch were the Trimax and the Emeryson, both of which were notably fast on corners. The latter car is alone—if we except the Bond, which has not yet appeared this year—in the use of front-wheel drive with a forward mounted engine, and its performance seems to support my contention that this principle can be a very useful one in any car which has not too great a surplus of power, although I am still convinced that it will never return for Grand Prix racing. For this last, I believe that an eventual adoption of four-wheel drive will become essential, unless the formula be changed in such a manner as to restrict considerably the amount of power developed.

THE Goodwood Members' meeting scheduled for Saturday, May 6, has attracted an enormous entry, of which 150 have been accepted, together with some reserves. In view of this, the number of events has been increased to ten, and racing will begin at 1.30 p.m. Two of the handicap races are for M.G. cars only, and among other interesting entries are several Cooper sports two-seaters and a number of Connaughts.

Admission is free, but is restricted to members of the B.A.R.C. and of the only invited club, the M.G. Car Club.

REGULATIONS are now also out for the Whit-Saturday (May 27) Goodwood meeting, the programme for which will consist of several handicap races, together with the 500 International Trophy, which is on the international Formula 3 calendar. This last event carries a considerable amount of prize money, and should attract a large field; entries to the B.A.R.C., 55, Park Lane, London, W.1; closing date, May 8.

ENTRIES have come in well for the West Hants and Dorset C.C. meeting at Blandford on Whit-Monday, May 29, but they do not close until May 1, so more are expected. To recap—a vile abbreviation that is rapidly becoming part of the language—there will be races for Formula 2, Formula 3 and production cars (and a short 1,100 c.c. event) on the 3½-mile road circuit in Blandford Camp, Dorset. Regulations now available from D. S. Ship, 21, Haven Road, Canford Cliffs, Bournemouth. Practising will be on both May 27 and May 28; in other words, you can compete at Goodwood on Whit-Saturday, practise at Blandford on the Sunday and race there on the Monday, thus achieving a real Feast of Speed—if your car will stand up to it.

IT seems that the weather during the Mille Miglia was again very bad, which always adds to the undoubted danger inseparable from this famous event. There were, as ever, a considerable number of crashes, and in one of them, unfortunately, P. R. Monkhouse received injuries from which he died in hospital the same evening. He had gone at short notice to act as co-driver in the Silverstone Healey of Philip Wood; the latter was driving at the time of the crash, and his injuries—fortunately not too serious—include a broken leg.

Peter Monkhouse, who was 37 years old, was a familiar figure to all British enthusiasts as a consistent competitor in speed trials, hill-climbs and races with Bugatti, M.G. and Aston Martin cars, while he was an active member of the Brighton and Hove M.C. He had planned a very full season this year, and will be

Peter Monkhouse.

greatly missed by everyone who knew him.

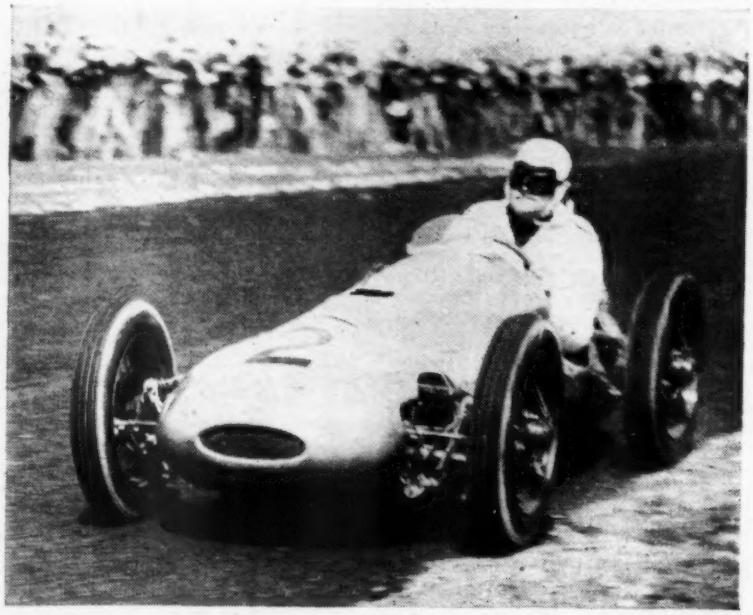
Another driver who received fatal injuries in the same race was the rising Ferrari star, Aldo Bassi, who, it will be remembered, had originally planned to drive a Healey in both this race and the Targa Florio until circumstances arose which forced him to alter his decision.

REGULATIONS are now out for the Monaco Grand Prix on May 21, and for the 500 c.c. event for the Prix de Monte Carlo, to be run over the same circuit on the previous day. Entries for both events close on May 8; it is to be hoped that a good British entry will result for the 500 c.c. event, which will be run in as many twelve-lap (23.6-mile) heats as are necessary, with a 16-lap (31.6-mile) final. First prize in each heat is approximately £25, and in the final £150. Enquiries to Automobile Club de Monaco, 45, Rue Grimaldi, Monaco.

THIS year's "Edinburgh" will be run on May 27 as a night trial over a circular route of 80-100 miles, starting and finishing near Harrogate. It will include several sections which, while reasonably difficult, will not be so severe as to be likely to cause damage to standard types of car. Entries should be sent to J. A. Masters, Secretary, Motor Cycling Club, Ltd., 26, Bloomsbury Way, London, W.C.1, to arrive by May 6 at the latest.

ON the subject of rallies, the Yorkshire S.C.C. are holding their Rallye Automobile Scarborough on May 20-21; there will be six starting points, giving a reasonably short road section, and two special tests at the finish. In these respects it is, of course, modelled on the large Continental rallies, and should provide excellent experience for those who have yet to compete in one of the latter. Entries to G. P. Mosby, Low Wood, Hebers Ghyll Drive, Ilkley, Yorkshire; closing date, May 1.

THE French Automobile Club du Nord are this year celebrating their fiftieth anniversary by holding the Grand Prix du Cinquantenaire, on May 7. This will be a 186-mile race for Formula 2 cars, run over 101 laps of a round-the-houses circuit in the town of Roubaix; there are several cups and some excellent monetary prizes at stake, and it would seem to be just the thing for a 1,100 c.c. Cooper. One word, however; I notice in the regulations a paragraph forbidding cars to be push-started, so perfect your starting motors in good time.



Paul Emery at the wheel of the new 500 c.c. f.w.d. Emeryson—a Brands Hatch close-up.

COMING SHORTLY

APRIL 28.—Shenstone and D.C.C. Annual general meeting, Fox and Hounds, Shenstone, 8 p.m.
29.—Vintage S.C.C. Race meeting, Silverstone, 12 noon.
29.—Scottish Motor Racing Club. Race meeting, Grangemouth.
29.—Bristol M.C. and L.C.C. Gymkhana, Anger's Farm, Alvestone, near Bristol, 2.30 p.m.
30.—Gosport A.C. Speed trial, Flight test road, Brockhurst, Gosport, Hampshire.
30.—Rhyl and D.M.C. Trial, N. Wales.
30.—Sunbeam-Talbot O.C. Cotswold Trial, Cotswolds.
30.—**Paris Grand Prix, France.**
30.—**Motor Show, Amsterdam** (closing date).
30.—Kentish Border C.C. Driving tests, Maidstone area, Kent.
30.—Sheffield and Hallamshire M.C. Main road trial.
MAY 4.—Harrow C.C. Noggin and Natter, The Hopbine, East Lane, Wembley, from 7.30 p.m.
4-10.—**Finnish Grand Prix, Finland.**
4-14.—**Motor Show, Turin.**
5.—Bristol M.C. and L.C.C. Skittle match, Queen's Arms, Chew Magna, near Bristol, 7.30 p.m.
6.—B.A.R.C. Members' Meeting, Goodwood, 1.30 p.m.
6.—Cheltenham M.C. Trial, Gloucestershire.
6.—Sporting Owner Drivers' Club. Half-day Gymkhana, Dagnall, near Dunstable, Bedfordshire, 2 p.m.
6.—Scottish S.C.C. "1812" Reliability Trial, starting Garage at Moscow, Glasgow, 2.30 p.m.
6.—Darlington and D.M.C. Sports car race meeting, Croft Airport, near Darlington, Yorks.
6-7.—Lagonda C.C. Bournemouth Rally, Cranbourne Hall Hotel, Bournemouth.
7.—Maidstone and Mid-Kent M.C. Gravesend Speed Trials, Gravesend Airport, 2 p.m.
7.—Leicestershire C.C. Sturgess Trophy Trial starting Sturgess's Garage, Braunstone Gate, Leicester, 11 a.m.
7.—Hartlepools and D.M.C. Sporting car trial, Hartlepools.
7.—Riley M.C. (N.W. Centre). Driving tests, Bowland.
7.—Lothian C.C. Team Trial, Scotland.
7.—Aberdeen and D.M.C. Williamson Trial, Scotland.

IT now seems fairly certain that, after all, the Maseratis will not run at Indianapolis owing, it is said, to lack of the time necessary for preparation of the cars for the event. What is much more disturbing is the present rumour in Continental circles that the official Ferrari team may not appear at Silverstone for the European G.P. It is most sincerely to be hoped that there is no foundation for this, as the 4CLT Maseratis are not really capable of offering any sustained opposition to a full team of Alfa-Romeos, and much of the interest would therefore be removed from the race.

J. A. C.

CLUB NEWS

Sunbeam-Talbot O.C.—The Blackpool Spring Motor Rally was run last Saturday, with Hillmans, Humbers and Sunbeam-Talbots competing. On arrival at Blackpool, the cars were put through tests on the Middle Walk Promenade (this owed to the Corporation of Blackpool's co-operation) to try the drivers' skill and to demonstrate their powers of acceleration, braking and manœuvrability. On Sunday the entry turned out in strength for the Concours d'Elégance, in which some of the earlier Vintage machines vied in no uncertain manner with the lustre and finish of the 1950 models. Results of the event are as follows: **Driving tests:** Sunbeam-Talbot 10 h.p. class, W. Freed; Sunbeam-Talbot 14 h.p. class, E. A. Lloyd Davies; Hillman class, R. Walshaw; Humber class, W. Thomas; Ladies' prize, Miss Mary Walker. **Concours d'Elégance:** Class A (first registered before January 1, 1949): Sunbeam-Talbot (R. J. Adams); Class B (first registered after January 1, 1949): Hillman Minx (R. Walshaw).

Cranleigh and D.M.C. and C.C.—The start of the night navigation trial on April 12 was from the Windmill Inn, Cranleigh, Surrey, at 8.30 p.m.; the course covered 37 miles in the Cranleigh area, and competitors finished at the Windmill at midnight. Highest placed car was a Land Rover, driven by D. Readings; runner-up an Austin Seven, with R. Tidy "up," and third came an Austin Twelve, driven by J. Edwards.

Leicestershire C.C.—The Sturgess Trophy—a closed main road trial—will be run on May 7. There will be no observed sections, and a member of the club, who has toured the entire circuit in a 1937 2½-litre S.S. saloon, reports that there is nothing to fear, no matter how old or how new the car, provided of course, that competitors "take it easy" in the necessary places. There will be a picnic luncheon party, and necessary equipment is one car, one driver and a passenger, the latter preferably able to read a route card. Start will be from Sturgess' Garage, Braunstone Gate, Leicester, at 11 a.m.

Irish Motor Racing Club.—Fastest of the day at the hill-climb at Enniskerry, Co. Wicklow, April 15, was J. Kelly's Maserati 6C, which made a climb of 46.21 seconds. Runner-up was G. F. C. Lindsay, in his 1,099 Ford Spl, who made 46.46 seconds, and won the 1,500 c.c. unsupercharged class. C. W. Eyre Maunsell (3,917 Mercury), making a time of 46.64 seconds, gained third place.

Cemian M.C.—Regulations will soon be out for the Invitation Rally, to be run on May 21. Invited clubs are A.C. Owners, Horsham and District, Maidstone and Mid-Kent, M.G., Lagonda and Vintage. Start and finish will be in the Sevenoaks area, and the route will be over main and secondary roads. Time schedule is to be tight, will require good map-reading to keep pace with it. Winner of the Chilterns Cup Trial, run last Saturday, was J. Selley, Ford Ten-engined Special; winner of the closed car section was R. Sadler, Hillman Minx. The trial included two map reading sections—which competitors were required to navigate without the aid of route cards—and five observed sections.

Scottish S.C.C.—Entries in the "1812" Reliability Trial, Saturday, May 6, will be divided into two classes—up to and including 1,500 c.c., and over 1,500 c.c. Closing date for entries is May 1; these should be addressed to W. L. B. Callender, 100, West Regent Street, Glasgow, C.2, together with fee of 10s. Start will be from the garage at Moscow, Glasgow, at 2.30 p.m. Saloon cars will not be required to attempt some of the stiffer sections of the course, and will be given bonus marks with their entry.

Taunton M.C.—The Allen Memorial Trophy Trial was run over a super-sporting course, last Sunday, in the Blackdown Hills. Winner was L. J. Tolman (1,172 Betsy), and runner-up B. Fitzwater, in a 1,087 c.c. Riley; first-class award, J. Whitefield (1,172 Ford).

Herts County A. and A.C.—Course for the Speed Trial, at Beechwood, near Markyate, on Sunday, May 14, will be over a mainly straight and slightly uphill road, having a tarmac surface. A standing start will be used, and competitors will be timed over the first 440 yards, a further 250 yards being provided for pulling up. Racing, sports and standard saloon cars will be competing. Entries (closing date May 8) to D. T. Russell, 18, Queens Road, Watford.

Sporting Owner Drivers' Club.—The Committee has been able to obtain the use of a site at Dagnall, half a mile from the Plough Inn, on the Dagnall-Dunstable road, and it is proposed to hold a closed gymkhana-type event there on May 6, at 2 p.m. Three or four timed tests suitable for open and closed cars will comprise the event, and entries (2s 6d each) should be sent to W. P. H. Lockhart, 39, Eaton Bray Road, Northall, Dunstable, Beds.

On Sunday, June 4, a family run has been organized. Tea will be served at 4 p.m., at the Mill Stream, Amersham, where entries will be accepted for a best kept car competition—free tea for the winning car load.

Maidstone and Mid-Kent M.C.—Regulations for the Gravesend Speed Trials, for sports, super-sports and racing cars on Sunday, May 7, are now available. Invited clubs are the Vintage, 500, 750, Hants and Berks, N.W. London, N.L. Enthusiasts and Kentish Border. The course—at Gravesend Airport—is approximately one mile in length, of flat, smooth tarmac, containing four right-angle bends. Cars will be run one at a time, proceeding down the road to a point where the width is trebled, circling a pylon and returning to the starting point; a minimum of two runs per car will be allowed. Entries should be made to the secretary of the meeting, 39, Windmill Road, Gillingham Kent, by April 29.

Bristol M.C. and L.C.C.—To-morrow there will be a gymkhana at Anger's Farm, Alveston, near Bristol, starting at 2.30 p.m., followed by a dance in the evening at the Ship Hotel.

Kentish Border C.C.—A film show at the Bromley Country Club, on April 19, was very successful; it included newsreels of Shelsley, Prescott and Isle of Man, a short club film and the 1949 British Grand Prix film by Shell.

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IN BRIEF

Mr. J. W. Kinchin, of Girling, Ltd., who has been with the company for ten years, has been appointed director and chief engineer.

A Nuffield service week will be held by Jarvis and Sons, Ltd., Morris House, Morden Road, London, S.W.19, from today, April 28, to May 6.

At the Canadian International Trade Fair, Toronto (May 29-June 9) Desmo, Ltd. have an exhibit in which an almost complete range of Desmo products will be on show—including the latest addition to the Desmo range—the Flexifeed road spring lubricator.

In celebration of 397 years' service given by twelve employees, representatives of all departments of the County Chemical Co., Ltd. attended a luncheon in Birmingham on April 13. Each of the guests of honour was presented with two savings certificates for each year of service.

The 1950 edition of the British Hotels and Restaurants Association annual guide is now available. It contains over 2,000 illustrations of establishments throughout the country, giving a brief description and current tariffs. It is obtainable at 3s 6d (post free 4s) from the British Hotels and Restaurants Association, 11, Southampton Row, London, W.C.1.

A Rover and Land Rover service week will be held from Monday, May 8, by Richard Taylor (Garages), Ltd., Victoria Street, Stourbridge, Worcestershire.

At a meeting of the council of the Institute of the Motor Industry Mr. Stanley S. Dawes, M.I.Mech.E., F.C.C.S., was unanimously elected president in succession to Mr. S. G. Davies, F.C.W.A. He will be installed at the annual general meeting in July.

Service weeks for Standard cars will be held as follows: May 1, Rothwell and Milbourne, Central Garage, Malvern; South Bucks Garages, Ltd., 204-206, High Street, Slough; May 8, County Motors (Carlisle), Ltd., 14a, Botchergate, Carlisle; Ware's Motors, Ltd., Broad Street, Bath; H. R. Moore, Ltd., Northgate End, Bishop's Stortford; May 15, Myers and Burnell, Ltd., Davygate, York; St. Helier Garages, Ltd., Don Road, Jersey, C.I.; May 22, Tom Byatt, Ltd., Victoria Road, Fenton, Stoke-on-Trent; W. H. Johnson and Sons, Ltd., 24, St. James' Street, King's Lynn.

INFORMATION SOUGHT

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following information and handbooks:—

No. 15404.—1928 8.35 h.p. Humber

"G. H. G."—General information and a handbook.

No. 15405.—1935 Alvis Silver Eagle

"W. J. R."—General information and a handbook.

No. 15406.—1938 Triumph Vitesse

"S. C. L."—All possible information and a handbook.

No. 15407.—1938 29 h.p. Railton

"R. B. S."—All possible information and a handbook.

No. 15408.—1938 Opel Cadet

"R. F. Y."—Maintenance hints and tips and a handbook.

No. 15409.—1937 18-80 h.p. Wolseley

"F. T. B."—Information on tuning for maximum economy.

No. 15410.—1938 Lanchester Eleven

"G. M. D."—All possible information and a handbook on sale or loan.

No. 15411.—1933 Austin Ten

"P. E. H."—Hints on eliminating fumes from interior; also a handbook.

No. 15412.—1932 Riley Gamecock

"J. L."—Hints and tips on converting to a four-seater; also a handbook.

No. 15413.—Experiences Required

"J. D."—General experiences of the Fiat 1100 f.w.d. Citroen Twelve, and Lagonda Rapier.

No. 15414.—1939 9 h.p. Singer Sports

"D. M. G. P."—Maintenance instructions, wiring diagrams, lubrication chart and a handbook.

No. 15415.—Grand Prix Salmson

"G. F. S."—General information, hints on tuning, and a handbook for the San Sebastian model.

No. 15416.—1935 Hudson Terraplane

"W. J. W."—General service information, lubrication chart and a handbook for the 16.9 h.p. model.

No. 15417.—1935 2½-litre S.S.90

"G. J. S."—Performance details, all possible information and a handbook for the sports two-seater model.

No. 15418.—1935 13.9 h.p. Citroen

"G. T. T."—All possible information and a handbook for the six-cylinder model.

No. 15419—Handbooks Required

"H. E. H."—1930 12.8 h.p. Hillman.
"S. W."—1934 Triumph Gloria.
"P. S. L."—1934 PA-type M.G. Midget.
"J. W. S."—1936 Standard Nine shop manual, not handbook.
"D. J. J."—1935 Riley Twelve Adelphi.
"G. E."—1936 Austin Twelve.
"G. B. R."—1937 Rover Sixteen.
"E. E. V."—1939 Vauxhall Fourteen.
"C. A. W." (Burma).—1929 1,750 c.c. supercharged Alfa-Romeo.
"E. J. J."—1939 Rover Fourteen shop manual.
"A. J. M."—1933 Riley Nine Monaco.
"H. B."—1932 Standard Big Nine.
"I. T. W."—1936 24 h.p. Chrysler Wimbledon.
"E. V. J."—1931 10.5 h.p. Singer.
"E. B. J."—1933-34 S.S. II.
"J. B."—1935 Riley Falcon Twelve-Four.
"S. N. A."—1929 12 h.p. Wolseley.
"A. W."—1934 J2-type M.G. Midget.
"C. V. S."—1947 Austin Ten.
"W. K. L."—1939 Ford Eight.
"R. J."—1932 Standard Big Nine; also a wiring diagram.
"D. W."—1939 Standard Fourteen.
"R. G."—PA-type M.G. Midget.
"W. W. B."—1938 Opel Cadet.
"J. B."—1938-39 Ford Eight; also a wiring diagram.
"A. W. S."—1938 Hillman Minx.
"K. R. M."—1938 Opel Cadet.
"J. M. N."—1936 Morris Ten.
"R. M. R."—1936 Standard Sixteen.
"P. W. B."—1932-33 7 h.p. Jowett.
"C. W. T."—1935 Alvis Firebird.
"J. H. T."—1937 Riley Nine Monaco.
"T. O." (Sweden).—PB-type M.G. Midget.
"P. B. C."—1939 TB-type M.G. Midget.
"E. J. R."—1934 Singer Nine.
"C. J. P."—1938 Standard Ten.
"J. R. S."—1936 17 h.p. Armstrong Siddeley.
"C. G."—1937 Austin Seven Ruby.
"H. B."—1934 J2-type M.G. Midget.
"E. S."—1939 1½-litre Jaguar.
"S. T. H."—1938 Vauxhall Fourteen.

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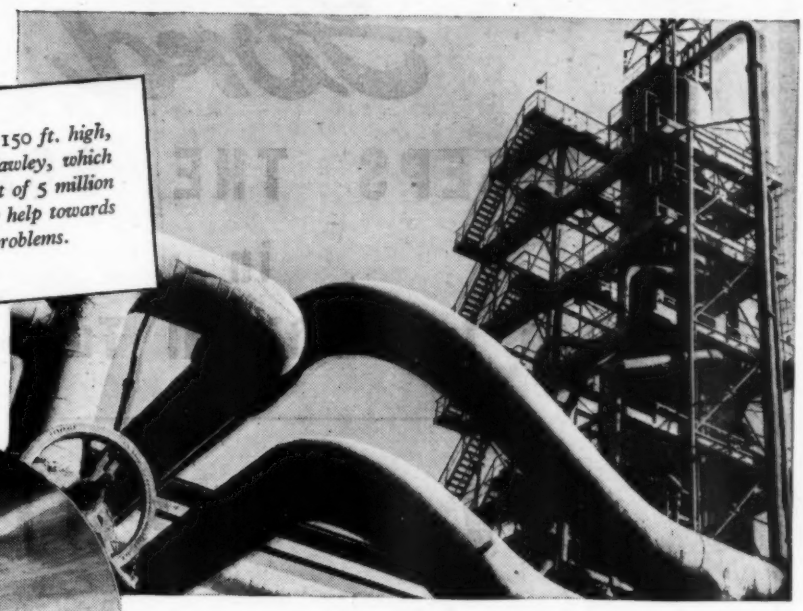

This giant 'cat cracker', 150 ft. high, is typical of those at Fawley, which will have a yearly output of 5 million tons of refined oil—a big help towards solving our petrol problems.

Surveying of the Fawley site began in 1949, and on this same spot a vast workers' 'dormitory' has already been erected.

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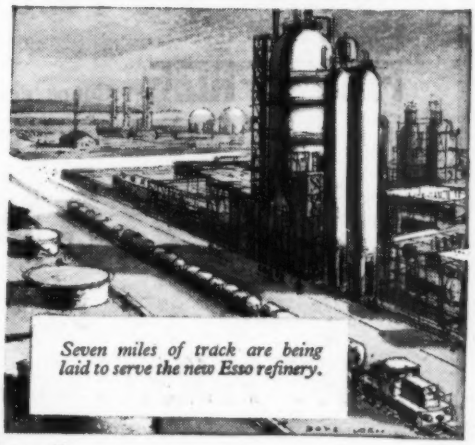

Seven miles of track are being laid to serve the new Esso refinery.

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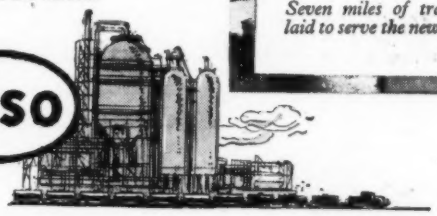

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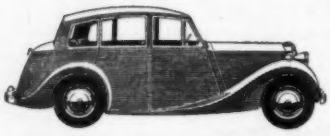

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USED CARS FOR SALE, Etc.

A.C.

ACLAND & TABOR, Ltd., offer:—

1937 A.C. 2-dr. sports saloon, black, red leather, almost new tyres, low mileage, unmarked; £375.

APPLY North Road Garage, Welwyn. Tel. Welwyn 481. [8680

CHARLES RICKARDS, Ltd., the house of standing and repute.

1938 A.C. 16hp 2-seater, supercharged, finished silver and red, in magnificent condition throughout.

56, Bayswater Rd., W.2 (next door to Lancaster Gate Tube Station). Tel. Paddington 1820. [8573

1948 A.C. saloon, green, 5,000 miles, in new condition, H.M.V. radio; £1,150 or near offer.—Merrison, 13, Essex Rd., Gravesend. Tel. Gravesend 4661, after 7 p.m. [8289

A.C. Cars Wanted

PRE-WAR A.C. with attractive body wanted by Angior, 140, Golders Green Rd., London, N.W.11. [0528

WANTED, A.C. 4-seater drop head coupe, preferably 1938 or 1939; cash purchase or part exchange a Jowett Bradford utility de luxe shooting brake, first registered August, 1948, small mileage, red or white petrol.—Answer to Frye, Barnes Farm, Kings Langley. [8560

ALFA-ROMEO

BARTLETT.—Large stock of Alfa-Romeo cars, open and closed.—27a, Pembridge Villas, W.11. [8335

ALFA-ROMEO 17-50 Zagato 2-seater, recently overhauled; £450.—S. & S. Motors, 165a, Westbourne Grove, W.11. Tel. Bayswater 1644. [7669

K. E. CARTER wishes to sell his well-known attractive 2,600cc Alfa, probably the finest and fastest sports car in the country, having a delightful post-war sports body by Vanden Plas, colour Alfa red; this car is in perfect condition and capable of 120mph; for sale at a reasonable price; photos and particulars on request. From 100, Station Rd., Sidcup, Kent. Footscray 4318. [7050

Alfa-Romeo Cars Wanted

BARTLETT always buys Alfa-Romeos.—27a, Pembridge Villas, W.11. [1067

ROWLAND SMITH'S, the Alfa-Romeo buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0913

THOMSON & TAYLOR (BROOKLANDS), Ltd., buyers of good condition Alfa cars, Portsmouth Rd., Cobham, and Brooklands Track, Weybridge, Surrey. Cobham 2848. [0124

Alfa-Romeo Spares and Service

BEVERLEY MOTORS, Coombe Rd., New Malden, have a limited stock of Alfa-Romeo spares; supercharger parts, half shafts, etc.—Tel. Malden 4403. [9051

ALLARD

DAGENHAM MOTORS, Ltd., offer the following cars:—

1950 (B.M.T.A. consent) Allard saloon, grey, 1,000 miles.

1948 Allard 4-seater drop head coupe, black, 7,000 miles.

1948 Allard fixed head coupe, sun roof, grey, radio, telecontrol shock absorbers, 7,000 miles.

56, Park Lane, W.1. Regent 4866. 374, Ealing Rd., Alperton, Middx. Perivale 5388; and 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [8872

DAGENHAM MOTORS, Ltd., main distributors, buy and sell used Allard cars.—56, Park Lane, London, W.1. Regent 4866. [0151

1949 Allard 2-str, 3,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [8775

ALLARD 1948 2-seater, Radiomobile, perfect, 5,000 miles approximately; £750, no offers.—Decorwall, Ltd., 1, Cheapside, Birmingham, 5. [9350

1949 (Feb.) Allard 2-seater, 3,900 miles only, 3.5 and 4.1 rear axle ratios, finished blue with blue hide and hood, in showroom condition, 3 months' guarantee; £900.

F. H. PEACOCK, Ltd., 219-221, Balham High Rd., S.W.17. Balham 4401. [5941

1949 (November 1948 delivery) Allard drop head coupe, 12,000 miles, superb condition, available May; £1,100.—Mrs. P. M. Lamb, Silverstone House, Towcester, Northants. [7420

Allard Cars Wanted

BRITISH & COLONIAL MOTORS, Ltd., require good Allard cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [8779

£750—£850 cash offered immediately for 1948-9 Allard drop head foursome coupe; must be low mileage and in perfect condition.—Turner, Tel. Knaresborough Yorks 3023. [9220

Allard Spares and Service

ADLARD'S MOTORS, Ltd., for all Allard spares.—43-45, Acre Lane, London, S.W.2. Brixton 6431. [0311

ALLARD MOTOR Co., Ltd., Service Dept., 51, Upper Richmond Rd., London, S.W.15. Tel. Vandyke 2333. [0267

ENCON COACHWORKS, of Fulham, 9, Estcourt Rd., London, S.W.6. Tel. Fulham 4021.—Specialists in Allard body repairs, body fittings for all models in stock; makers of Allard J.2, K.2 and tourer bodies. [0467

BRISTOL STREET MOTORS, Ltd., 164-182, Bristol St., Birmingham, 5 (Tel. Midland 5861), for new and used Allards, spares and service. Distributors for Warwickshire, Leicestershire and Northamptonshire. [0109

ALVIS

CAR MART, Ltd.

ALVIS 1936 Speed 20 sports saloon; £695.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [8850

BROOKLANDS,

ALVIS distributors for London,

OFFER:—

1949 14hp special drop head 4-seater coupe by Tickford, black with beige leather.

1948 14hp saloon, grey with red leather, fitted radio.

BOTH the above cars have been examined and approved by makers, and carry 3 months' guarantee.

CATALOGUES available for new 3-litre at

103, New Bond St., W.1. Tel. Mayfair 8351-6. [8917

J. MARSHALL offers:—

1937 4.3-litre Alvis 4-door pillarless sports saloon by Vanden Plas, a very rare and interesting motor car; £495.

J. MARSHALL, 869, St. Albans Rd., Watford. Tel. Garston 2369. [8176

SIMPSON'S MOTORS offer:—

1934 Alvis Speed 20, condition immaculate, faultless motor car; £425.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists). Wembley 3903. [9110

JAMES SIMPSON (SALES) offer:—

1937 Alvis 25hp sports saloon, recently had £485 spent on reconditioning, immaculate condition, £550.

JAMES SIMPSON (T.C. MOTORS, Ltd.), 244, Brompton Rd., S.W.3. Ken. 3315. [9306

CHARLES FOLLETT, Ltd., offer:—

1938 Alvis 4.3, fitted most attractive 4-door sports saloon body by Mayfair, black, beige leather, 58,000 miles, modified to 1939 specification, good history; £650.

18, Berkeley St., W.1. May. 6266.

SERVICE, Works and Stores, 12, Wellesley Ave., W.6. Riv. 1413. [8967

PERFORMANCE CARS have always a good Alvis selection; see under sports cars. [9079

1949 (February) Alvis 14hp Tickford drop head.—Anthony Crook Motors, Caterham Hill, Surrey. Tel. 466. [8508

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ALVIS

GUY SALMON AUTOMOBILES offer:—

1948 Alvis Tickford coupe, silver grey and red leather, immaculate, one owner, car in superb condition; £1,375.

1948 Alvis Duncan 2-door sports saloon, 8,000 miles, one titled owner; £1,350.—Portsmouth Rd., Thames Ditton. Emberbrook 4343. [9091

1936 Alvis 14hp Firebird saloon, in fair condition; £275.

H. SOLOMON & SONS, High St., Camberley. Tel. 34. (Established over 40 years.) [8910

ALVIS in Scotland.—Sales, spares and service.—James H. Galt, Ltd., The Distributors, 52 Woodlands Rd., Glasgow, C.3. Tel. Douglas 7598 [0546

£350—1937 Speed 25 Alvis open 4-seater, just decoked and checked over.—Woking Motors (Maybury Hill), Ltd. Woking 1928. [8162

ALVIS Speed 20 open tourer (cream), 1935, first-class order throughout, taxed and insured, basic; 350gns.—Tel. Western 6837 or write 30, Gloucester Rd., S.W.7. [8830

ALVIS Speed 25 saloon, 1938 (September), recently extensively reconditioned by Alvis, £695.—Bonallack and Sons, Ltd., 268, Romford Rd., E.7. Grangewood 3464. [8558

ARCHIE SIMONS & Co., Ltd.—Alvis 4.3-litre 4-door saloon by Charlesworth, £450 factory overhaul recently; £795.—94, Great Portland St., W.1. Lan. 1343. [8642

£255 or near offer, 1936 Fire Bird Alvis saloon. 13,000 miles only since major overhaul. Recellulosed, 6 months' petrol.—3, Ollards Grove, Loughton 3726. [8613

1947 Alvis, 11,000, perfect condition, beautiful lines; hard natural wood body; reasonable offers.—Barker, High Ridding, London Rd., Camberley, Surrey. [8270

475 gns.—Alvis 12/70, Nov., 1939, sports tourer, dark blue, blue leather, twin Windtone horns, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below.

795 gns.—Alvis 14, March, 1948, utility, 4-door coach-built natural timber body birch grey wings and bonnet, red leather upholstery, glass all round, drop tail-board, one owner, small mileage, practically new condition; terms, exchanges.—Rowland Smith, below.

275 gns.—Alvis Speed 20, 1935, Vanden Plas sports saloon, black, red leather, independent front suspension, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below.

395 gns.—Alvis Speed 25, 1937, 4-door sports saloon, black, red wheels, sliding head, maroon leather, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead, (Hampstead Tube). Hampstead 6041. [9011

1939 Alvis Silver Crest 16.9hp saloon, very carefully used and maintained; condition is really perfect, like new; £695.—Reeves Motors, Grand Parade, Forty Lane, Wembley. Arnold 3004. [8429

£285.—Alvis Firefly sports saloon, immaculately cellulosed in cream and green, literally excellent mechanically, cruises comfortably at over 60mph, very economical 12hp machine; comprehensive 3 months' written guarantee; hire-purchase, exchanges.

LAMBS OF WOOD GREEN, Caxton Rd., N.22. Bowes Park 4144, 4297. [9162

SILVER CREST 20hp 4-light saloon, late 1937; used basic only; over £200 recent overhaul; black, green upholstery, carpets; really smart and faultless car for town or long distance touring. £700, or offer.—Abbotsfield, The Avenue, Knaresborough, Yorks. Tel. 3023. [9221

NOW, more than ever, an Alvis from Alton Garage is the economical solution to your motoring problem; we still have a good choice of Speed 20s and one 12/60 Beetleback in very exceptional condition; at £205; we shall be pleased to receive any enquiries for pre 1936 models and will continue to give our unparalleled service.

ALTON GARAGE, the Alvis People, 17, Brook Mews North, Craven Rd., Paddington 3952, 4710. [8878

LIMOUSINE, 1936, Double Enclosed, 20hp, partition, 7-forward, black, original private owner, genuine 16,000 miles, most desirable carriage, delightful condition. £630. Alpe & Saunders, Providence Court, Grosvenor Square. 2941-Mayfair. [8702

Alvis Cars Wanted

ROWLAND SMITH'S, the Alvis buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0914

WANTED.—Alvis cars, post-war saloon and coupe models; send all details to:—

ARNOLD G. WILSON, Ltd., 232, Harrogate Rd., Leeds, 7. Tel. 41014-5. [0023

CASH immediately for good Alvis.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [9125

PRIVATE buyer wants good Alvis 12-70, 1939 drop-head.—Particulars: Rowe, 26, Duffield Rd., Derby. [8606

S. F. ERSKINE & Sons, Alvis distributors of Woking, invite details of late models for disposal.—Woking 330. [0697

CHARLES RICKARDS, Ltd., wish to purchase good pre-war Alvis cars.—56 Bayswater Rd., W.2, Paddington 1820. [8575

ALVIS Speed 25 or short chassis 4.3-litre saloon or drop head wanted, special coachwork preferred; please state price.—Box 3766. [8487

G. W. WILKIN, Ltd., of Kingston-on-Thames, are keen buyers of Alvis in good condition. Alvis agents for sales and service. Kingston 2241. [6597

1948-9 Alvis; please give particulars and price. A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874/5. [0494

URGENTLY wanted for client, low mileage Alvis 14hp drop head coupe.—S. Morris & Co., 29-31, Edgware Rd., London, W.2. Tel. Pad. 5075-6 [1943

Alvis Cars Wanted

CHARLES FOLLETT, Ltd., buy good late model cars.—18, Berkeley St., W.1. May. 6266. Service Works and Stores, 12, Wellesley Ave., W.6. Riv. 1413 [8361

CAMDEN MOTORS require to purchase Alvis 12-70s, saloons and drop heads 1938-40, in good clean condition; write, call or 'phone, stating price required.

CAMDEN MOTORS, Ltd., the best Alvis buyers, Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115. [7925

Alvis Spares and Service

SERVICE and spares for Alvis cars.

ALVIS, Ltd., Service Station, 832, Finchley Rd., London, N.W.11. Tel. Speedwell 6762-3-4. 'Grams. "Alviscar Gold London."

AND at Alvis, Ltd., Service Station, Holyhead Rd., Coventry. Tel. 5501. 'Grams, "Alvis, Coventry."

CHARLES FOLLETT, Ltd.—Alvis specialists.

SHOWROOMS.—18, Berkeley St., W.1. May. 6266.

SPARE parts.

SERVICE.—12, Wellesley Ave., W.6. Riv. 1413. [8366

KINGSTON-ON-THAMES.—Sales, Service and Spares.—G. W. Wilkin, Ltd., Weston Park and 94, Eden St., Kingston 2241. [1585

JAMES H. GALT, Ltd., Alvis distributors for Scotland. Works, 71-73, Dobbie's Loan, Glasgow, C.4. Tel. Douglas 0638. Comprehensive spares and service. [0730

AMERICAN CARS

1949 model Kaiser 4-door saloon, fitted radio, spot lamps, etc., mileage 860 only, a unique opportunity to secure an American car in new condition.

DON EVERALL, Ltd., Cleveland Road, Wolverhampton. Tel. 23212 [7181

ARMSTRONG SIDDELEY

CAR MART, Ltd.

ARMSTRONG 16 1947 Typhoon saloon, radio, heater, 16,000 miles; £1,025.

ARMSTRONG 16 1947 Hurricane coupe, 6 months' guarantee; £975.

ARMSTRONG 16 1947 Lancaster saloon, 6 months' guarantee; £895.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [8851

NEWNHAMS, Ltd

1947 (Dec.) Armstrong Siddeley Hurricane, black with brown; low mileage; most carefully used.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [8032

TOM GARNER, Ltd., offer:—

1949 series (Nov. 1948) Armstrong Siddeley Hurricane coupe, grey with blue leather, 200 miles only.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [8595

PASS & JOYCE, Ltd., offer:—

1948 Armstrong Siddeley Lancaster saloon, black, brown leather, bench type front seat, preselector gear box, one owner, in excellent condition.—194, Great Portland St., W.1. Museum 1001. [8806

CHARLES FOLLETT, Ltd., offer:—

1948 Armstrong Siddeley Typhoon 2-door saloon, black, brown leather, 1 owner, 12,000 miles, really exceptional condition; £1,095.

18, Berkeley St., W.1. May. 6266.

SERVICE, Works and Stores, 12, Wellesley Ave., W.6. Riv. 1413. [8965

S. G. SMITH (MOTORS), Ltd., offer:—

1947 (November) Armstrong Siddeley Typhoon, nominal mileage, fitted heater, radio, and many other extras; £895; selection of 50 other guaranteed used cars.

S. G. SMITH (MOTORS), Ltd., 13-19, East Dulwich Rd., London, S.E.22. New Cross 4444. [9071

1938 14 Armstrong saloon, black, brown leather, fitted radio, good tyres, in exceptional condition throughout; £395.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [9625

£325—1938 (August) Armstrong Siddeley 14hp de luxe saloon.—Traynor Motors, Ltd., of East Ham. Grangewood 2530. [9183

1946 Armstrong Hurricane, in extremely nice condition; £745.—Birkett Motors, Ltd., 72-74, High Rd., South Woodford, E.18. [8448

350 miles only; 1947 Armstrong Hurricane, colour fawn with brown leather; £1,100.—Emlyn Garage, Newcastle-Emlyn. Tel. 245 [7841

CENTRAL GARAGE, Croydon, offer 1947 Armstrong Siddeley, Lancaster saloon, maroon, small mileage; £995.—Central Garage. Tel. Croydon 464. [3160

£250.—Armstrong Siddeley 1937 town brougham, division with sliding roof, really exceptionally good mechanically and bodily throughout; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park. Park 5066-7. Open Mon. to Sat. 9-6. (50 yds Holland Park Tube.) [8537

£450.—1937 Armstrong 25 limousine, forward facing occasionals, in good condition, one previous owner.—Brown's Garage, High Rd., Loughton 3838, Essex.

1946 Armstrong Siddeley Hurricane, fitted radio, spotlights, etc., in excellent condition; £795.—Peter Bantock Car Sales, 104, High Rd., Chiswick, W.4. Chiswick 2725/5870. [8985

1936 Armstrong 14, engine just completely rebuilt, body exceptional condition; offers, or would consider exchange smaller car.—Dandy, Cadmore End, Bucks. Tel. Lane End 312. [9359

£895!!!—Unrepeatable offer; 1947 Armstrong Siddeley 16hp Lancaster saloon, in virtually unblemished condition; authenticated mileage 18,240; fully guaranteed in writing; write, call or 'phone.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115. Hire purchase. Part exchanges. [8999

ARMSTRONG SIDDELEY 16hp saloon, 1939; 4-light, black/brown leather upholstery; chauffeur maintained, immaculate throughout. Price £565.—Leigh Park Motors, Ltd., Datchet, Bucks. Tel. Datchet 54. [9330

ARMSTRONG SIDDELEY

1948 Armstrong Siddeley Lancaster 4-door saloon, black/brown hide, latest mods. incl. bench type front seat, over-riders, etc., carefully driven and maintained in immaculate condition; price £1,125 or near.—Apply Harry Ball, Auctioneer, Bedford (Tel. 67241-2). [8841

395 gns.—Armstrong Siddeley, 1936, 17hp long chassis 7-passenger limousine, black, front leather, rear Bedford cord, sliding partition, face-forward occasionals, preselector, carefully used, exceptional condition; terms, exchanges, list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube). Hampstead 6041. [9012

NAYLOR & ROOT, Ltd.—1943 Armstrong Siddeley Typhoon saloon, black with brown hide upholstery, low mileage, fitted radio and heater, excellent condition; £995; 3 months' guarantee; choice of 250 quality cars; demonstrations free within 100 miles; terms available.—25, East Hill, Clapham Junc., S.W.18. Batt. 5272. Open 9-6 each week-day, including Saturday. [8902

LIMOUSINES, 1938/1939, Long-25, partition, widest occasionals, black, genuine low mileage, privately owned. £795. Below

9000 genuine mileage, 1939 Long-17hp-partitioned, blue leather Limousine, forward occasionals, unquestionable condition £1060, also selected carriages from-£535. Alpe & Saunders, Providence Court, Grosvenor Square 2941-Mayfair. [8703

Armstrong Siddeley Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Armstrong Siddeley cars.—150, Park Lane, W.1. Grosvenor 3434. [0951

ROWLAND SMITH'S, the Armstrong buyers.—Hampstead High St. (Hamp. Tube). Ham. 6041 [0916

J. R. INWARDS, Ltd., are anxious to buy Armstrong Siddeley Hurricanes.—High St., Ruislip 3033/4/5. [0900

CASH buyers of low mileage Armstrongs. Distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0785

CASH immediately for good Armstrong Siddeley.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [9126

MARSTON MOTOR Co., Ltd., for your Armstrong Siddeley.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0183

HENLEYS, Ltd., wish to purchase first-class carefully used Armstrong Siddeley cars.—1-5, Peter St., Manchester. Tel. Blackfriars 7843. [0601

WANTED, 1938-9 Armstrong Siddeley 14-17hp saloon; must be immaculate.—B. & H. Motors, South Mimms, Herts. South Mimms 2231. [7771

Armstrong Siddeley Spares and Service

JOHN BRODRICK, Ltd

100% Armstrong Siddeley service.

ONE of the largest stockists in the Country, and repairs carried out by Siddeley trained mechanics who are second to none

ORIGINAL Armstrong Siddeley Depot, Roseville Road, Leeds, 8. Tel. Leeds 20109. [0293

ARCOT MOTORS, Ltd.

ARCOT MOTORS, Ltd.—Preselector gear boxes; exchange and repairs.—169 Fulham Rd., S.W.3, Kensington 7301 [0235

A LARGE stock of spares for the above cars always available.—Pass & Joyce, Ltd., London distributors, Works Hawley Crescent, Camden Town. Tel. Gul. 4141.

HENLYS, Ltd., Cheetham Hill Rd., Manchester, 8, have large stocks of spares; reconditioning of cars and preselector gear boxes undertaken.—Tel. Deansgate 6216. [0602

SPARES for all models.—Pre-selector gear box overhauls and reconditioning a speciality.—Hamtune Motors, Ltd., Northants Distributors. Works: Park Garage, Weston Favell, Northampton. Tel. 2107. [3068

ASTON MARTIN

BROOKLANDS,

ASTON MARTIN distributors for London,

OFFER:—

1949 2-litre drop head coupe, speedometer reading 3,400 miles, colour blue with grey leather, car as new, and carrying maker's guarantee.

ALSO details of new 2½-litre D.B. Mark II model.

103, New Bond St., W.1. Tel. Mayfair 8351-6. [8916

FRIARY MOTORS, Ltd.

1935 1½-litre Aston Martin Ulster 2-seater, finished green, polished front axle, good condition; £450.

STRAIGHT Rd., Old Windsor. Tel. Windsor 1100. [7856

CASS'S MOTOR MART.—1938 Aston Martin 15/98 2-seater, 35,000 miles; £575; written guarantee.—5, Warren St., W.1. Euston 4110. [6526

ASTON MARTIN 1936, Mark II, 1½ open 2/4-seater, engine just overhauled; perfect condition; many extras; £600 or offers.—15, Redhall Rd., Birmingham 32. [8980

ASTON MARTIN 1934 series 1½-litre Le Mans 4-door coachbuilt saloon, sun roof, large boot, finished black, silver wheels, blue leather upholstery, outside exhausts chromed. Tuned economy. Approx. 35mpg. Oil good. With special tools, instruction book, spares, etc. Emigrating; accept £300.—Box 3840. [8617

Aston Martin Cars Wanted

ASTON MARTIN cars wanted for cash; full details.—Friary Motors, Ltd., Old Windsor. Windsor 1100.

ROWLAND SMITH'S, the Aston Martin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0917

PRE-WAR model open sports or saloon wanted by Angior, 140, Golders Green Rd., London, N.W.11. [0529

Aston Martin Spares and Service

FRIARY MOTORS, Ltd.

SOLE suppliers of spares for all Aston Martin cars produced up to 1940, specialised servicing facilities, 2-litre reconditioned engines available.—Straight Rd., Old Windsor. Tel. Windsor 1100. [1365

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1939 V.12 Atalanta 4-door sports sedanca saloon, one owner since new, maintained and kept in most splendid condition; £625.—R. F. Puggle, Ltd., Bushey Heath, Herts. Tel. 1685. [8836

AUSTIN SEVEN

1933 Austin 7 saloon; £95.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [8770

1938 Austin 7 saloon, in exceptionally clean and good condition, this car has had a recent major overhaul and is open to any inspection or examination; £255.—Kel Motors, Gordon Works, Gordon Ave., Stanmore. Tel. Grimsdyke 992. [8831

195 gns.—Austin 7, 1937, Ruby de luxe saloon, maroon and black, maroon leather, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube). Hampstead 6041). [9013

Austin Seven Cars Wanted

ROWLAND SMITH'S, the Austin 7 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0918

RAYMOND WAY, the hire-purchase specialists, are still buying Austin 7, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [3132

AUSTIN EIGHT

H. A. SAUNDERS, Ltd., offer:—

1947 Austin 8hp saloon de luxe, 8,000 miles; £595.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner). Hillside 0024. [9394

JAMES SIMPSON (SALES) offer:—

1947 Austin 8 saloon, one owner, a most beautiful car, 9,000 miles only; £575.

JAMES SIMPSON (T.C. MOTORS, Ltd.), 244, Brompton Rd., S.W.3. Ken. 3315. [9302

1940 Austin 8hp de luxe saloon, guaranteed; £278; must be seen to be appreciated at

LONDON CARS, 592-6, Greenford Rd., Greenford, Middx. Waxlow 2643. [9095

1946 Austin 8hp saloon, in immaculate original condition, 12,000 miles only, one owner; £500.

HILLINGDON MOTORS, 325-7, Long Lane, Western Ave., Hillingdon. Tel. Uxbridge 412. [7860

1947 Austin 8 saloon de luxe; £560.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [7397

1946 Austin 8; beautiful condition. £495.—Carris Motors, Ltd., Lewisham Bridge, S.E.13. Lee Green 0254. [9273

1939 Austin 8 de luxe saloon 4-door, guaranteed. £560. Payments.—Oldfield, 4, Russell Gdns. Mews, Kensington. Park 7780. [9179

AUSTIN 8, 1946 saloon; one owner, £450-£500. Lovely condition; maintained by staff throughout; perfect engine, reconditioned gearbox; thorough inspection welcomed. Ring Nelson 1311. [9248

1946 Austin 8 saloon, sunshine roof, speedometer 21,000; one owner, car thoroughly recommended.—Ferraris of Cricklewood, Ltd., 200-220, Cricklewood Broadway, N.W.2. Glad. 2234. [9166

Austin Eight Cars Wanted

CM

THE CAR MART, Ltd., London distributors, wish to purchase Austin 8 cars.—297, Euston Rd., N.W.1. Euston 1212. [0952

I REQUIRE post-war Austin 8 urgently.—30, Ryecroft Rd., S.W.16. Tulse Hill 1288. [9361

ROWLAND SMITH'S, the Austin 8 buyers.—Hampstead High St (Hampstead Tube). Ham. 6041. [0919

AUSTIN 8 saloon, post-war.—Mac, 12, Brambledown Rd., Wallington, Surrey. Wallington 6397. [4183

SELL your Austin 8 to us; good cars urgently wanted, all models.—Offord, 67, George St., W.1. Wel. 6899. [4553

CASH buyers of low mileage Austin 8s; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0784

1937-1948 Austin 8 saloon urgently required.—Richard France, Ltd., 254, High Rd., Tottenham, N.15. Sta. 2232 and 0464. [6459

RAYMOND WAY, the hire-purchase specialists, are still buying Austin 8, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [3133

AUSTIN TEN

J. CORYTON, Ltd.

1947 (April) Austin 10hp sun saloon, black, one previous private owner, reasonable mileage, exceptionally well maintained and mechanically guaranteed.

139-149, Fulham Rd., S.W.3. Ken. 1410. [8890

H. A. SAUNDERS, Ltd., offer:—

1947 Austin 10hp saloon de luxe, 11,000 miles; £695; choice of three.

1946 Austin 10hp saloon de luxe; £575.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner). Hillside 0024. [9395

1940 type Austin 10 saloon, maroon, red leather, spotless; £425.

MAGDALEN MOTORS, 311, Trinity Rd., S.W.18. Bat. 5573. [8822

£175.—1934 Austin 10hp 4-seater cabriolet, exceptional condition throughout.

X.L. SERVICE STATION, Kingston Vale, S.W.15. Kin. 8333. [8310

1946 Austin 10 saloon, colour blue, low mileage, exceptional condition.—Logsdon, Royston, Herts. [9391

1946 Austin 10, excellent condition; £590.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [6911

AUSTIN TEN

L. F. DOVE, Ltd., offers 1938 Austin 10, choice of two; £365.—69, Broadway, Wimbledon, S.W.19. Liberty 3456. [9063

1940 model Austin 10 saloon, carefully maintained. —Autowork, Ltd., Winchester. Tel. Winchester 4834. [8673

£199.—1936 Austin 10hp Lichfield de luxe saloon, excellent runner, good tyres, Philco radio, taxed, bargain.
BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [9319

1935 Austin 10 saloon; £175 or 30 monthly instalments of £7/1/2.—The Cooden Engineering Co., Bexhill, Cooden 600. [8636

AUSTIN 10 1937 Cambridge saloon, very good condition throughout; £325.—Pantiles Service Garage, London Rd., Guildford. Tel. 5326. [7479

1947 Austin 10 saloon (Aug., 1947), low mileage, colour black with brown upholstery, nice condition, taxed.—Logsdon, Royston, Herts. [9392

1946 Austin 10 saloon, speedometer 21,000; black, in excellent condition.—Ferraris of Cricklewood, Ltd., 200-220, Cricklewood Broadway, N.W.2. Glad. 2234. [9167

1947 (7th month) Austin 10hp saloon, left-hand drive, with radio, small mileage, immaculate. £575.—Matthews of Stockwell, 55-59, Stockwell Rd. Brixton 6555 or 2026. [9322

325 gns.—Austin 10, 1937 model, Cambridge de luxe 4-door saloon, black, sliding head, green leather, carefully used, very good condition; terms, exchanges.—Rowland Smith, below.

245 gns.—Austin 10, May 1936, Sherborne de luxe 4-door saloon, green and black, sliding head, green leather, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube). Hampstead 6041. [9014

1939 Austin 10 d/l sal., really exceptional inside and out, above average condition, £395; also 1934 10, super little car, £165.—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4723. [8661

£635.—1947 Austin 10 saloon, blue, brown leather upholstery, 18,000 miles, one owner, excellent condition throughout; terms and exchanges.—Makin & Harrison Motors, 492-6, High Rd., Chiswick. Chiswick 2619, 0558. [8987

Austin Ten Cars Wanted

C
M
THE CAR MART, Ltd., London distributors, wish to purchase Austin 10 cars.—297, Euston Rd., N.W.1. Euston 1212 [0953

POST-WAR Austin 10 required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0641

SELL your Austin 10 to us; good cars urgently wanted, all models.—Offord, 67, George St., W.1. Wel. 6899. [4554

ROWLAND SMITH'S, the Austin 10 buyers.—Hampstead High St (Hampstead Tube). Hampstead 6041. [0920

CASH buyers of low mileage Austin 10s; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0785

1937-1948 Austin 10 saloon urgently required. —Richard France, Ltd., 254, High Rd., Tottenham, N.15. Sta. 2232 and 0464. [6458

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Austin 10s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5840

AUSTIN A40

W
HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

AUSTIN A40 Devon saloon, first registered March, 1949, colour grey, brown leather upholstery, mileage 9,000, immaculate motor car; £875.
W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [6498

CAR MART, Ltd.
LONDON Distributors.

AUSTIN A40 1949 Devon saloon, sliding head, radio and heater, 1,000 miles; £925.

AUSTIN A40 1949 Devon saloon, radio and heater, 11,000 miles; £865.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. [8852

PHILIP RICKARDS offer:—

1949 Austin A40 Devon, grey-beige, 4,500 miles, heater, sun roof.—4, Brick St., Park Lane, London, W.1. Gros. 4772-3. [8903

TOM GARNER, Ltd., offer:—

1949 series Austin A40 Devon saloon, vista grey with beige leather, sun roof, heater, etc., 7,000 miles.
TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [8596

S. G. SMITH (MOTORS), Ltd., offer:—

1949 Austin A40 Devon, fitted heater and radio, 8,000 miles only; £845; selection of 50 other guaranteed used cars.
S. G. SMITH (MOTORS), Ltd., 13-19, East Dulwich Rd., London, S.E.22. New Cross 4444. [9070

1948 Austin A40 4-door saloon, superb.
GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. [8939

MEBES & MEBES, Ltd. (Est. 1893) offer:—

1949 Austin A40 Devon 4-door saloon, grey, leather upholstery to match, radio, heater, 9,000 miles, one owner, practically a new car; £845.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. [8658

1948 (Dec.) Austin A40 Devon saloon, 5,000 miles, as new; £830.—Lee & Trigg, Ltd. Esher 1234. [9355

AUSTIN A40 Devon, mileage 14,000, faultless; £825.—Pantiles Service Garage, London Rd., Guildford. Tel. 5326. [7478

AUSTIN A40

WARWICK WRIGHT, Ltd., offer:—

1949 Austin A40 Devon saloon, grey, buff leather, 7,000 miles; £915.

1948 Austin A40 Devon saloon, maroon, beige, leather, 5,000 miles; £895.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [9261

1949 Austin A40 Devon saloon, in brand new condition, for immediate disposal; trade enquiries welcomed.
MOTOURISTS (LONDON), Ltd., Great North Rd., N. E. Finchley Station, N.2. Tudor 2301-2. [6388

1949 Austin A40 Devon 4-door, roof, radio, heater, Portland grey, genuine mileage 3,000, as new; £885.—Below.

1949 Devon 4-door, heater, blue, mileage 6,000, as new; £855.—Atkinson, Lee Green 1647. [9072

1949 Austin A40, black, covenant free, low mileage, many extras; £875.—Montrose Motors, Wembley 2636. [9407

1948 Austin A40 Dorset; immaculate. £775.—Carris Motors, Ltd., Lewisham Bridge, S.E.13. Lee Green 0254. [9272

1949 Austin A40 Devon saloon, blue, sun roof, heater, mileage 6,000; £865; choice of two; trade enquiries welcomed.
H. C. PAUL, Ltd., 32, Bruton Pl., Berkeley Sq., W.1. Mayfair 0821-2. [8651

6000 miles.—1949 (April) Austin A40 Devon saloon, green (trade enquiries only please).—Ernest Sutton, Cleeve Hill, Cheltenham 95. [8953

1948 A40 Austin utility, radio, heater, low mileage; £775.—Gavin Fairfax, Ltd., Virginia Water, Surrey. Tel. Wentworth 3154. [9085

1949 Austin A40 Devon sun saloon, green, 11,000 miles; £850.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [8767

GORDON CARS (LONDON), Ltd.—1948 Austin A40 Dorset saloon, fawn, sun roof, 11,000 miles.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [8734

1949 (March) A40 4-door saloon, heater, grey; £895; guaranteed spotless, licensed half rate, mileage 3,000.—Cranmore. Tel. 2040 Potters Bar. [7774

1949 Austin A40 Devon saloon, sunshine roof, heater, 4,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [8793

1949 Austin A40 Devon sun saloon, fitted radio and heater, 6,000 miles, beige; £850.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [8153

1949 (April) A40 Austin four-door saloon, radio, heater, special loose covers; 9,000 miles; £850.—Gavin Fairfax, Ltd., Virginia Water, Surrey. Tel. Wentworth 3154. [9086

1949 (March) Austin A40 Devon, grey, sun roof, heater, 7,000 mls.; £875.—Gibsons Sports Cars (Ixchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 912. [7969

1949 Austin A40, steel grey fitted heater, 4-door saloon, sun roof, 12,000 miles, exceptionally fine car; £835.—Steele Griffiths, Camberwell, London, S.E.5. Rodney 2201-6. [8451

1949 Devon 4-door sun roof saloon, blue with blue upholstery, 990 miles, unblemished.—Recommended by Austin House, 144, Golders Green Rd., N.W.11. Speedwell 0011. [7797

£775.—Austin A40 saloon, mist green, beige upholstery, low mileage, as new; terms and exchanges.—Makin & Harrison Motors, 492-6, High Rd., Chiswick. Chiswick 2619, 0558. [8988

1948 model 1947 reg. Austin A40 saloon, stone with beige leather upholstery, 26,000 miles, in excellent condition.—Shaw Motors, Ltd., 666-678, Garratt Lane, London, S.W.17. Wim. 3031-2. [8925

1949 Austin A40 saloon, 4,400 miles, stone with beige leather upholstery, as new, in excellent condition throughout.—Shaw Motors, Ltd., 666-678, Garratt Lane, London, S.W.17. Wim. 3031-2. [8923

1949 A40 Devon saloon de luxe; grey with beige upholstery; wireless, heater, sliding roof; genuine 3,100 miles; carefully driven; perfect condition; best offer over £860.—Mrs. K. M. Moody, 3, Weston Grange, Gervis Rd., Bournemouth. [8564

A40 April, 1949, 4-door, sunshine roof, heater, wireless, loose covers front seats; 8,000 miles, first-class condition; exchange for 5-seater 49/50 saloon Jaguar or Sheerline and cash adjustment.—Bayliss, 11, Hermitage Rd., Edgbaston, Birmingham. [9205

TANKARD & SMITH, Ltd., offer 1949 Austin A40 saloon, in mist green with beige leather, genuine 6,000 miles, one private owner, absolutely unmarked; £875; 3 months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4801-2-3. [8592

Austin A40 Cars Wanted

C
M
THE CAR MART, Ltd., London distributors, wish to purchase Austin A40 cars.—297, Euston Rd., N.W.1. Euston 1212 [0957

COUNTRYMAN A40 required urgently by Angior, 140, Golders Green Rd., London, N.W.11. [0530

ROWLAND SMITH S. the Austin A40 buyers.—Hampstead High St. (Hampstead Tube) Ham. 6041 [0912

POST-WAR Austin A.40 required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488.

CASH buyers of low mileage Austin A40s. Distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0786

R. C. WIMBUSH, Ltd., wish to purchase Austin A40 cars.—312 Earl's Court Rd., S.W.5. Fremantle 8401/2. [8039

AUSTIN A40 cars wanted.—Motourists (London), Ltd., are immediate cash buyers of A40s and 10hp saloons.—Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [6392

AUSTIN TWELVE

H. A. SAUNDERS, Ltd., offer:—

1947 Austin 12 saloon de luxe, 14,000 miles, black; £825; choice of two.
H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner), Hillside 0024. [9396

AUSTIN Tourer, 12hp, 1936, rebored last year, good tyres, body poor; £150.
W. M. SANDLE (MOTOR ENGINEERS), Ltd., 2, Upper Tollington Park, N.4. Archway 1681-2. [9408

£385.—1939 Austin 12-4 de luxe saloon, blue-black, really clean condition, good tyres.
BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [9309

1947 Austin 12 saloon, black/brown, excellent condition; £725.—Haskins, Ladbroke 1155. [9335

1938 Austin 12, in perfect condition; £375.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [2466

1947 (first taxed April, 1950) Austin 12 5-seater saloon, colour black, brown leather upholstery; £725.
PARSONS & PARSONS (GARAGES), Ltd., Potter St., Harlow. Potter Street 121. [8764

£365.—1939 (June) Austin 12 saloon, one owner since new, immaculate.—362, Upper Richmond Rd., East Sheen. [8977

1939 Austin 12 saloon, immaculate appearance; any examination. £485.—Munday Cars, 35, Woodford Ave. Valentine 4830. [9265

1935 Austin 12/4 de luxe saloon, rebored, guaranteed. £195. Payments.—Oldfield, 4, Russell Gdns. Mews, Kensington. Park 7780. [9177

1939 Austin 12, competely overhauled, would exchange for post-war Standard 8 or similar smaller car, cash adjustment either way.—Box 3788. [8543

£185.—Austin 12 saloon; exceptional condition mechanically and coachwork; used for pleasure only; low mileage and taxed.—Box 3883. [9296

GORDON CARS (LONDON), Ltd.—1947 Austin 12 saloon, choice of two, black/brown leather, excellent order.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [8733

1939 Austin 12/4, reconditioned, very clean car exterior and interior; £395.—Colindale Service Station, 155, 157 and 159, Edgware Rd., N.W.9. Tel. Colindale 6122. [8807

Austin Twelve Cars Wanted

C
M
THE CAR MART, Ltd., London distributors, wish to purchase Austin 12 cars.—297 Euston Rd. N.W.1. Euston 1212 [0954

CASH buyers of low mileage Austin 12s; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0787

ROWLAND SMITH'S, the Austin 12 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0921

1937-8-9 Austin 12 saloons and limousines wanted. —Motourists (London) Ltd., East Finchley Station, N.2. Tudor 2301-2 [0098

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Austin 12s, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5841

AUSTIN FOURTEEN

1939 Austin Goodwood drop head saloon, grey, one private owner, engine at present being reconditioned, spotless condition, above average; £395.
BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [9317

£79.—Cash only, 1933 model Austin 14 saloon, reliable car in sound condition throughout; terms quickly arranged; open 9-8 week-days.—C. & S. Motors, Ltd., Dudden Hill Lane, Neasden, Gladstone 8605-6. [9150

AUSTIN SIXTEEN

W
HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

AUSTIN 16hp saloon, first registered October, 1948, a colour black, leather and cloth upholstery, complete with radio and heater, disc wheels, sliding roof, an immaculate motor car in every respect; £950.
W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [6499

CAR MART, Ltd.
LONDON Distributors.

AUSTIN 16 1949 saloon, 11,000 miles; £955.

AUSTIN 16 1946 saloon, 16,000 miles; £765.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. [8853

ROUNDABOUT offer:—

1948 Austin 16hp saloon, 13,000 miles, an exceptional car; £885.
ROUNDABOUT GARAGE, Western Ave., Greenford, Middx. Waxlow 1071-5. [8638

TOM GARNER, Ltd., offer:—

1948 Austin 16 sun roof saloon, black with brown leather, radio, etc., 13,000 miles.
TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [8597

WIMBUSH for good Austins.

1947 (Oct.) Austin 16 saloon, 11,000 miles by one owner colour black with brown upholstery, an exceptional car; £885.—R. C. Wimbush, Ltd., 312 Earls Court Rd. S.W.5. Fremantle 8401. [6778

H. A. SAUNDERS, Ltd., offer:—

1949 Austin 16hp saloon de luxe, 3,000 miles, radio, heater, etc.; £1,025.

1948 Austin 16hp saloon de luxe, 11,000 miles; £895.
H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner), Hillside 0024. [9397

AUSTIN SIXTEEN

McKINNON MOTORS, Ltd., offer:—

1949 (March) Austin 16 saloon, green, brown hide, heater, 4,020 miles, spare unused; £1,025.

1948 (Aug.) Austin 16 saloon, green, brown hide, radio, heater, twin Notek spot lamps, taxed full rate Dec., one owner, 11,000 miles, in unbellevable condition; £950; confidential extended terms; 6 months' guarantee.

McKINNON'S, Langham House, 3, Stafford Rd., Wallington, nr. Croydon Surrey. Established 1906. Tel. Wallington 3404. [8539

1949 Austin 16, 11,000 miles, perfect condition, radio, heater; £995.—Tel. Harrow 5478. [9343

1949 Austin 16 saloon, in brand new condition, for immediate disposal; trade enquiries welcomed.

MOTOURISTS (LONDON), Ltd., Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [6389

1948 Austin 16hp saloon, blue, black wings, brown leather upholstery, 10,000 miles, immaculate condition.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1. (Mayfair 5951) and 13, Chelsea Manor St., S.W.3 (Flaxman 8161). [8949

1949 Austin 16 saloon, 5,000 miles, colour black with brown upholstery, as new.—Logsdon, Royston, Herts. [9393

16hp Austin, 1948; black leather upholstery, loose covers; excellent condition; 18,000 miles. £800.—Tel. Abbey 5719. [9274

1946 Austin 16 saloon, blue with blue leather, fitted radio and foglamp, low mileage, excellent condition; £695.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441 [6482

£935.—Austin 16, Dec. 1948, saloon, blue leather throughout, H.M.V. radio, low mileage, as new.—Robbins, East Putney. Tel. 4581. [6037

1947 Austin 16; in very good condition; taxed for year; heater, loose covers. £725.—26, Milton Court, Ickenham, Middx. Tel. Ruislip 3776. [9223

1948 (Aug.) Austin 16 de luxe saloon, black, in really excellent condition throughout; £885; H.P., exchanges.—348, King Street, Hammersmith. Riv. 2837-8. [9106

1946 (June) Austin 16, in very clean condition, black with leather upholstery all through.—Shaw Motors, Ltd., 666-678, Garratt Lane, London, S.W.17. Wim. 3051-2. [8926

1948 Austin 16hp saloon, black/brown leather, sun roof, one owner, immaculate condition throughout; £865.—C. A. Peto, Ltd., 42, North Audley St., W.1. Mayfair 3051. [4809

1948 (April) Austin 16hp de luxe saloon, black, brown leather, guaranteed 7,000 mls.; £890.—Gibsons Sports Cars (Xchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 912. [7968

1948 Austin 16 saloon, black, Philco radio, 5,000 miles; £900 or offer.—King, Van Houten, Ltd., Murray House, Vandon Street, Buckingham Gate, London, S.W.1. Tel. Whitehall 2818-9. [8626

16hp saloon, 1948, black, brown hide upholstery, one owner, radio, heater, Ace discs, loose covers, low mileage, faultless condition; £925.—Recommended by Austin House, 144, Golders Green Rd., N.W.11. Speedwell 0011. [7796

Austin Sixteen Cars Wanted

C
M

THE CAR MART, Ltd., London distributors, wish to purchase Austin 16 cars.—297, Euston Rd., N.W.1. Euston 1212. [0955

ROWLAND SMITH'S, the Austin 16 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0922

R. C. WIMBUSH, Ltd., wish to purchase good Austin 16 cars.—312, Earl's Court Rd., S.W.5. Fremantle 8401/2. [8038

CASH buyers of low mileage Austin 16s; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0768

URGENTLY wanted for client, low mileage Austin 16 saloon.—S. Morris & Co., 29-31, Edgware Rd., London, W.2. Tel. Pad 3075-6. [1942

AUSTIN 16 cars wanted.—Motourists (London), Ltd., are immediate cash buyers of all post-war models.—Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [6393

AUSTIN A70 & A90

WARWICK WRIGHT, Ltd., offer:—

1948 Austin A70 saloon, black, beige leather, 3,000 miles; £1,195.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [9282

AUSTIN EIGHTEEN

1938 Austin 18hp special Tickford drop head saloon, 23,000 miles only, immaculate; £625.—Sands, Burnham, Bucks, 84. [8889

1938 18hp Austin Iver limousine, face forward seats, leather.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [7959

1936 Austin 18 saloon, good cond., clean interior, mechanically 100%; £175. — The Lynch Garage opp. G.P.O., Uxbridge, Middx. Tel. 122. [6364

AUSTIN 18hp 1935 7-passenger Gordon face-forward with divisions, new engine, 3,000 miles, brakes just relined, good axles, gear box, etc.; £150 or near.—Tel. (Surrey) Downland 3144. [9339

ROSE & YOUNG, Ltd., offer: 1938 Austin Iver 7-passenger saloon, exceptional condition throughout.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [6485

345.—Austin 18, 1937, Tickford all-weather drop head saloon, dark blue, blue leather, very carefully used, exceptional condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead, (Hampstead Tube). Hampstead 6041. [9015

R. O. MORTLAKE offers:— 1937 Austin 18 Chalfont limousine, division, face-forward seats, new set of tyres; also 1937 York 7-passenger saloon, one private owner, immaculate, blue, blue leather, convenient hire-purchase terms.—253, Kensal Rd., W.10. Ladbroke 3155. [2846

AUSTIN EIGHTEEN

1939 Austin 18hp Iver limousine, face forward occasional seats, finished blue, blue leather interior throughout, guaranteed 23,000 miles only since new, one private owner, chauffeur kept; this car is in immaculate condition throughout

G. R. HARTWELL, Ltd., Middleton Rd., Banbury. Tel. Banbury 3201. [9379

SEVEN Seaters 1936/1937 Saloons-Limousines, forward occasionals, desirable condition throughout, from £450. Below

SEVEN Seaters 1938/1939 Saloons, selected carriages, leather throughout, black, excellent tyres, certified mechanically.

LIMOUSINES 1938/1939 selected carriages, Ivers also Gordon partitioned Coachwork, 7-forward, leather throughout, black, really excellent condition. £790. Seen:—Alpe & Saunders, Providence Court, Grosvenor Square. 2941-Mayfair. [8704

Austin Eighteen Cars Wanted

C
M

THE CAR MART, Ltd., London distributors, wish to purchase Austin 18 cars.— 297, Euston Rd., N.W.1. Euston 1212. [0956

ROWLAND SMITH'S, the Austin 18 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0924

7-seaters, 1937/38/39, also Norfolk saloons required, maximum paid.—Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [8720

AUSTIN 18hp 7-seater limousines and saloons wanted, good condition, distance no object.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [0677

AUSTIN TWENTY

HEARSE 1937/1938 streamlined 5-door-6-bearer 1950 Coachwork, mechanical guarantee certificate, reasonable cost. Seen:—Alpe & Saunders, Providence Court, Grosvenor Square. 2941-Mayfair. [8705

Austin Twenty Cars Wanted

ROWLAND SMITH'S, the Austin 20 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041 [0925

7-seater limousines, 1937/1938 also 28hp; details please.—Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [8716

AUSTIN TWENTY-FOUR

£195.—1933 Austin 24hp long chassis 7-seater, face forward, division, etc., good runner, exceptionally clean condition throughout.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [9313

AUSTIN TWENTY-EIGHT

LIMOUSINE 1939 Ranalagh, double enclosed, black, genuine 20,000, meticulously maintained, 1948 condition.—Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [9154

AUSTIN A125 and A135

CAR MART, Ltd.

LONDON Distributors.

AUSTIN Sheerline 1949 saloon, 5,000 miles; £1,495.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. [8854

GORDON CARS (LONDON), Ltd.—1948 (Aug.) Austin Princess saloon, indistinguishable from new.—Below.

GORDON CARS (LONDON), Ltd.—1949 (Jan.) Austin Sheerline saloon, grey, 8,000 miles, new condition.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [8735

1949 Austin A125 Sheerline saloon, black, 11,000 miles.—L. F. Dove, 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [8768

AUSTIN Sheerline 1949; 5,000 miles only; black finish; showroom condition throughout.—Justian, Jesmond House, 75, Walter Rd., Swansea. [9200

ALLERY & BERNARD, Ltd., offer Nov. 1949 Austin Princess touring limousine, mileage 4,000, B.M.T.A consent.—372, King's Rd., S.W.3. Fla. 7345. [8649

ROSE & YOUNG, Ltd., offer Austin Sheerline saloon, excellent condition throughout; £1,575.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station). Tulse Hill 6464. [5753

Austin A125 and A135 Cars Wanted

C
M

THE CAR MART, Ltd., London distributors, wish to purchase Austin Sheerline and Princess cars.—297, Euston Rd., N.W.1. Euston 1212. [0552

AUSTIN MISCELLANEOUS

NEWNHAMS, Ltd.

1949 Austin Sheerline saloon; black with beige; low mileage; carefully maintained.

1949 Austin A40 saloon; beige; 3,000 miles; very carefully used.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [8033

REGIONAL DISTRIBUTORS.

HIRE car and limousine specialists.

WRITE for details and location of cars to

SALES Dept.: 45, South Audley St., London, W.1.

AUSTIN 8 and 10 tourers new condition, any trial; from £375.

GIBBSCARS, 104, Clapham Park Rd., London, S.W.4 (Macaulay 4441-2). [4917

TANKARD & SMITH, Ltd., offer the choice of many Austin 8s, 10s, 12s and higher horse-power limousines from their vast stock of over 200 used cars, all subject to three months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax. 4801-3. [0374

Austin Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0926

C. G. NORMAN & Co.

AUTHORIZED Austin dealers, are buyers of low-mileage Austin cars of any horse-power.—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 7611-6.

Austin Miscellaneous Cars Wanted

WANTED Austin 10 or 12 saloon.—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441. [4812

DOBSON'S, Ltd., Staines, Middlesex, tel. 801, are cash buyers of good Austin cars of all types. [7869

BRITISH & COLONIAL MOTORS, Ltd., require good Austin cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [8777

WEYBRIDGE AUTOMOBILES, Ltd., the Austin distributors, urgently require late type Austins.—Tel. Weybridge 233. [0541

CHARLES RICKARDS, Ltd., wish to purchase good pre-war Austin cars.—56, Bayswater Rd., W.2. Paddington 1820. [8576

AUSTIN 8, 10, 12 and 16hp saloon; late models wanted urgently for cash.—Rawlings Bros., Ltd., 87, Cromwell Rd., S.W.7. Fro. 8161. [0416

1938/39 Austin 10 or 12 required, must be clean and genuine mileage stated.—Wilsons, 16, Trinity Gdns., S.W.9. Brixton 4011. [0313

URGENTLY wanted, good condition Austin cars.—Brown's Garage, 3 minutes Loughton Tube Station, 199, High Rd., Loughton, Essex. Loughton 4119. [3755

URGENTLY required, all models Austin cars in really good condition.—Beardmore Service, Ltd., 26, Queensway, Hyde Park, London, W.2. Bayswater 0136-7-8. [1039

Austin Spares and Service

NORMAND, Ltd.,

FIRST-CLASS mechanics and highly efficient supervision produce the best results.

NORMAND, Ltd., 405/9, King St., W.6. Riv. 3665. [0229

C. G. NORMAN & Co.

AUTHORISED Austin dealers.

SPARE parts and components in stock.—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 7611-4.

THE CAR MART, Ltd.,

LONDON distributors, spare parts for all models, cars and trucks.

THE CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9. Hendon 6500; and at 16, Uxbridge Rd., Ealing, W.5. Ealing 6717. [0160

FOR Austin mudguards, running boards, 1931-39.—Brooks, 85, Queens Rd., Brighton. [0382

BROCKHURST GARAGE.—Harrow agents for Austin; sales, service, spares, reconditioned units.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 561. [0203

AUSTIN 7 spares, any year, any part, largest stockists in U.K.; exchange units.—Try Northwood's first. 45-47, Newington Causeway, S.E.1. Hop. 2832, 2820. [0729

AUSTIN spares.—Largest stockists in South London for Austin car and commercial vehicle parts; new and replacement units from stock; free delivery many areas.—Wimbledon Motor Works, Ltd., 29, High St., S.W.19. Wim. 0123. [0414

AUSTIN 7 owners.—Take advantage of our comprehensive stock of spare parts and replacement units; price list on application.—Fairley's, Austin Seven specialists, John St., Sheffield, 2. Tel. 22876. [0285

PRYNN & STEVENS, Ltd., the South London Austin depot, full range of parts and units in stock; exchange engines, gear boxes, pumps, clutches, carburettors, brake shoes and electrical units from stock; repairs and service to Austins exclusively.—57, Acre Lane, S.W.2. Brixton 1155. [0184

BENTLEY (3½ & 4¼-litre)

H
R

OWEN, Ltd.,

LONDON'S leading retailers of Bentley and Rolls-Royce cars, offer the following from their carefully selected stock:—

1949 Bentley 2-door saloon by James Young. Ref. H.4095.

BENTLEY, new, for immediate delivery, power operated drop head coupe by Abbott. Ref. O.800.

1949 Bentley 4-door sports saloon by Cooper. Ref. H. 3796.

1936 Bentley 2-door drop head coupe by James Young. Ref. H.3382.

1935 Bentley 4-door saloon by Park Ward. Ref. H.4202.

ALL the above cars are in superlative condition; all carry our unique six months' guarantee; full particulars on enquiry, quoting make, hp and reference number, to:—

H. R. OWEN, Ltd.,

PROUD members of the Swain Group.

17, Berkeley St., London, W.1. Mayfair 7581 (6 lines).

ROLLS-ROYCE and Bentley repairs carried out with promptitude and efficiency at the Service Depot of H. R. Owen, Ltd., at Swain Corner, North Circular Rd., Brent Cross, Hendon, N.W.4. Tel. Speedwell 1196-7.

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HOFFMANN'S of Halifax.

MEANS cars of distinction.

1949 Bentley Mark VI 4¼-litre sports saloon by Cooper. Ref. H.3796.

1947 Bentley Mark VI sports saloon by James Young. Ref. H.2032.

1936 Bentley 4½-litre sports saloon by Barker. Ref. H.3741.

1935 Bentley 3½-litre sports saloon by A. Mulliner. Ref. H.3035.

ALL the above cars are in superlative condition; all carry our unique six months' guarantee; full particulars on enquiry, quoting make, hp and reference number, to:—

HOFFMANN'S of Halifax.

PROUD members of the Swain Group.

OPEN 8 a.m. to 7 p.m. (week-days).

HOFFMANN'S GARAGE, Ltd., Huddersfield Rd., Halifax, Yorkshire. Tel. Halifax 5944 (10 lines). [8646

BENTLEY (3½ & 4¼-litre)

JACK BARCLAY, LIMITED.

LARGEST Official Retailers of Rolls-Royce and Bentley; Stock List of used models on request to 12-13, St. George St., Hanover Sq., London, W.1. Tel. Mayfair 7444. [0067

RIPPON.

RIPPON.

RIPPON BROS., Ltd.

NORTHERN Bentley specialists.

1947 Mark VI standard saloon, black with beige leather upholstery.

1939 4¼-litre, with overdrive fitted special 4-door sports saloon by Rippon.

1939 4¼-litre, with overdrive special 4-door sports saloon by Park Ward.

1936 4¼-litre, fitted with 4-door sports saloon by Rippon.

FOR further particulars contact the largest Bentley distributors.

RIPPON BROS., Ltd. Huddersfield 6340 (5 lines). [0906

CAR MART, Ltd.

BENTLEY Mark VI, 1949 (Nov.) (B.M.T.A. consent) 4¼-litre specially designed razor-edge sports saloon; coachwork by H. J. Mulliner & Co., Ltd.; colour—claret with beige leather upholstery, 2,000 miles.

BENTLEY 4¼-litre 1938 saloon by Park Ward, 6 months' guarantee; £1,895.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [8855

JACK OLDING of Mayfair,

OFFICIAL Rolls-Royce and Bentley retailers,

OFFER:—

MARK VI Bentley special Hooper saloon, finished yellow and black with brown leather; mileage 7,000; first registered 1949 (covenant to be completed).

MARK VI Bentley (first registered 1949), Park Ward power-operated coupe; mileage 5,000.

MARK VI Bentley standard saloon, finished black with brown leather upholstery; 33,000 miles; first registered April, 1948.

MARK VI Bentley standard saloon, finished blue with beige leather; 16,000 miles; first registered September, 1948.

4¼-litre Bentley 2-door semi-streamlined saloon by Hooper, finished green with green leather; originally delivered 1936.

DETAILS of new Bentley cars for early delivery on application.

AUDLEY HOUSE,

NORTH Audley Street, W.1. Mayfair 5242. [9386

DICKS CAR SALES offer.—

1935 3½-litre Bentley Park Ward sports saloon; £975.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn. Maida Vale 6888-9. [8119

SWANMORE GARAGE offer:—

1937 Bentley 4¼ Park Ward saloon, dual colour, black and desert sand, chassis B.149 J.Y., very exceptional car, recently completed overhaul by makers; £1,975.

1937 Bentley 4¼ Park Ward saloon, radio, heater, colour black, chassis B.16 X.J.D., one owner 43,000 miles; £1,695.

1936 Bentley 3½ Thrupp and Maberly saloon, finished opalescent green, grey leather upholstery, 63,000 miles, discs, immaculate condition; £1,375.

SWANMORE GARAGE, 1176-80, Christchurch Rd., Boscombe East. Tel. Southbourne 1022. [9206

HAROLD RADFORD & Co., Ltd.,

INVITE you to call and inspect their unique selection of Bentley cars.

1937 (January) 4¼-litre Bentley, with special sports saloon body by Park Ward, black with green upholstery, speedometer reading 51,000, chassis No. B 28 JD, in first-class condition throughout.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [1428

ACLAND & TABOR, Ltd., offer:—

1937 4¼-litre saloon by Vanden Plas, overhauled, respayed and immaculate, black, brown leather; £1,625.

1937 4¼-litre Bentley semi razor eoge saloon by Thrupp & Maberly, black, brown leather, H.M.V. radio, new tyres; £1,650.

1936 3½ Bentley sedanca by Windover, engine just overhauled at cost of £600, body renovated, car is now in new condition, very attractive and unusual car; £1,350.

1934 3½-litre Bentley sedanca coupe by Thrupp & Maberly; £1,295.

1934 3½-litre Bentley Park Ward saloon, low mileage, new condition throughout; £850.

APPLY North Road Garage, Welwyn. Tel. Welwyn 481. [8685

LARGE stock of 3½-4½ Bentley cars for disposal.

H. R. OWEN, Ltd., 17, Berkeley St., W.1 Mayfair 2933 (6 lines). [0096

CHARLES FOLLETT, Ltd., accredited Bentley and Rolls-Royce retailers and repairers, offer:—

1947 (Aug.) Bentley Mk. VI all-steel saloon, finished most attractively in black and grey with grey leather upholstery, 1 owner, 24,400 miles, recently passed by makers.

18, Berkeley St., W.1. May. 6266.

SERVICE, Works and Stores, 12, Wellesley Ave., W.6. Riv. 1413. [8963

1949 Bentley Mark VI Park Ward drop head coupe; mileage 1,950; ex-covenant; £4,500.—BMMEDRA, London, W.C.1. [8616

3¼-litre Bentley, superbly smart Sedanca coupé by Gurney Nutting. £1,550.—Wadcol Motors, 150, West End Lane, N.W.6. Hampstead 1177. [8584

BENTLEY (3½ & 4¼-litre)

MANN EGERTON & Co., Ltd., offer:—

1948 Bentley Mk. VI steel saloon, grey with grey leather upholstery.

1948 Bentley Mk. VI steel saloon, grey with maroon leather upholstery.

1939 Bentley 4¼-litre, overdrive model, Park Ward saloon, black with blue leather upholstery, numerous extras.

14, Berkeley St., W.1. Regent 2073. [8891

1939 4¼ Bentley overdrive, semi-razor edge saloon, Thrupp & Maberly, low mileage, faultless condition; £2,550.—Crawley. Western 6015. [4147

EDWARDS & Co. (BOURNEMOUTH), Ltd., Bournemouth (Tel. 1272-3), officially appointed Bentley retailers and repairers; reliable used cars in stock. [3862

NEW and second-hand Bentley cars on exhibition at Hooper & Co. (Coachbuilders), Ltd., 54, St. James's St., S.W.1. Official retailers for Rolls-Royce and Bentley cars. [0904

1936 4¼-litre Bentley pillarless saloon by Vanden Plas, one titled owner, just had overhaul by Bentleys; £1,350, no offers.—Woking Motors (Maybury Hill), Ltd. Woking 1928 [8163

4¼-litre razor edged pillarless sports 4-door saloon by Freestone & Webb, June, 1937, black, grey hide upholstery, a most attractive car in exceptional condition.—H. A. Saunders, Ltd., 144, Golders Green Rd., London, N.W.11. Spe. 0011. [7796

£2950.—1948 Mark VI Bentley S.S. saloon, moderate mileage, one owner, serviced by makers since new, in new condition throughout; exchanges.—Great Western Motors, Ltd., 6-8, Bishopsbridge Rd., W.2 (Paddington Station). Ambassador 1061-2. [8811

1949 (January) Bentley Mark VI standard saloon, one owner, chauffeur kept, 17,000 miles only, finished black with brown hide upholstery, an immaculate car; £3,750.—Clayton's Cars (London), Ltd., 421, High Rd., Finchley, N.12. Tel. Finchley 6221 (3 lines). [8888

BENTLEY (other than 3½ & 4¼-litre)

SCUDDER & WALL.—See our advertisement under "Sports Cars." [9097

BENTLEY 3-litre Red Label open Vanden Plas 4-seater; close ratio box; very fast; £250.—Box 3669. [7742

BENTLEY 3-litre Red Label 4-seater coupe, in excellent condition both mechanically and otherwise; £300.—Box 3668. [7741

1928 Red Label 3-litre Bentley saloon in perfect condition. Recently overhauled by specialists; 4ull basic.—Box 3805. [8554

1931 Bentley 4½-litre supercharged; Mayfair fixed head coupe; completely overhauled by Allck Pitts, can be seen at his garage, Streetsbrook Road, Shirley, Birmingham. Shi. 1251. Nearest offer £350. [9228

RED label 3-litre short chassis; just run-in after extensive overhaul, including regrinding, new pistons, valves and guides, big ends, shock-absorbers, carburetters, tyres, etc.; body overhauled, resprayed (green) £250. [8562

325 gns.—Bentley, 1928 series (reg. Oct. 1935) Red Label, 3-litre short chassis speed model sports 4-seater, British racing green, leather upholstery, tonneau cover, Bosch horn, carefully used, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube). Hampstead 6041. [9016

Bentley Cars Wanted

SOUR demand is urgent.

OWNERS who have Bentley cars for disposal are invited to communicate with the Swain Group of Companies, London offices, H. R. Owen, Ltd., 17 Berkeley St., W.1. Tel. Mayfair 2933. Head Office, Hoffmanns Garage, Ltd., Huddersfield Rd., Halifax Yorks. Tel. Halifax 5944. [0515

CMT THE CART MART, Ltd., wish to purchase Bentley cars.—320, Euston Rd., N.W.1. Euston 1212. [0958

J. MARSHALL.

WANTED, Bentley 3½- and 4¼-litres, all types of coachwork, any condition, immediate cash settlement.

J. MARSHALL, 869, St. Albans Rd., Watford. Tel. Garston 2369. [4987

ROWLAND SMITH'S, the Bentley buyers.—Hampstead High St. (Hampstead Tube) Ham 6041. [0927

URGENTLY required, good 3½-litre or 4¼-litre pre-war Bentley.—Hatfield, 154, Gt. Titchfield St., W.1. Langham 0012. [9135

BARTLETT is most anxious to purchase good condition 3½ and 4¼ Bentleys.—27a, Pembridge Villas, W.11. Bayswater 0525. [5093

WE are open to purchase any type pre-war Bentley cars complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3362 [7458

RIPPON BROS., Ltd., the Northern Bentley specialists, special retailers and repairers, wish to buy small mileage Mark VI Bentleys.—Huddersfield 6340 (5 lines). [0907

JACK OLDING, Ltd., 8-10, North Audley St., W.1 official Bentley and Rolls-Royce retailers, are interested in the purchase of Bentley cars in first-class condition. Mayfair 5242. [0813

CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers, buy good late cars.—18, Berkeley St., W.1. May. 6266. Service, works & stores, —12, Wellesley Ave., W.6. Riv. 1413. [8363

REQUIRED 1935 or 1936 3½-litre or 4¼-litre Bentley coupe or sun saloon.—Full details to McKinnon Motors, Ltd., Langham House, 3, Stafford Rd., Wallington, nr. Croydon, Surrey. Tel. Wallington 3404. Established 1906. [8541

Bentley Spares and Service

JACK BARCLAY, Ltd.,

LARGEST official retailers and repairers of Bentley cars, servicing or complete overhauls, mechanical or coachwork. Large stocks of spares for all types.

WORKS.—Lombard Rd., Morden Rd., Merton, S.W.19. Liberty 7222 (8 lines). [0624

W. M. COUPER, Ltd., Catherine St., St. Albans 4345.

SPARES and service.—The only officially appointed Bentley special retailers and repairers in the county of Hertfordshire. [0622

CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers.

SHOWROOMS.—18, Berkeley St., W.1. May. 6266.

SPARE parts.

SERVICE.—12, Wellesley Ave., W.6. Riv. 1413. [8367

BRISTOL

AA.F.N., Ltd.

JOINT distributors for London, Home and Eastern Counties; also Berkshire, Bedfordshire and Buckinghamshire, offer:—

1949 Bristol 400 saloon, metallic green, mileage 7,000.

1948 400 saloon, black, one owner.

1948 400 saloon, blue, one owner.

FULL particulars on request.

FALCON Works, London Rd., Isleworth. Hounslow 0011. [6492

UM Ltd.

UNIVERSITY MOTORS, Ltd., Joint Distributors, London, Home and Eastern Counties; also Berks, Beds and Bucks.

UNIVERSITY MOTORS, Ltd., Stratton House, 80, Piccadilly, W.1. Gro. 4141. [0166

KEVILL, DAVIES & MARCH, Ltd.

OFFICIAL Bristol retailers.

41—42, Hay's Mews, Berkeley Sq., W.1. Gro. 2563. [0296

KEVILL-DAVIES & MARCH, Ltd. offer:—

1948 Bristol saloon 400/85A maroon radio heater, owner taking delivery of Bristol 401.

1948 Bristol saloon 400/85A grey radio and heater one owner.

1948 Bristol saloon 400/85A, black, radio, heater, owner taken delivery of Bristol 401.

41—42, Hay's Mews, Berkeley Sq., W.1. Grosvenor 2563. [6824

CHARLES CRUICKSHANK MOTORS, The Centre, Bristol. Tel. 25280.—Distributors in the West for Bristol cars. Details and catalogues on request. [0490

BRISTOL, all models including type 401 4-5-seater on view, also Bristol type 400 saloon; used models available; the advantages of dealing with leading distributors will be obvious.

ANTHONY CROOK MOTORS, Town End, Caterham Hill, Surrey. Tel. 466. [1839

SCOTLAND and Northern England.—Consult the enthusiasts. All models on view now. Demonstration cars available.—James H. Galt, Ltd., The Distributors, 52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7598. [0549

Bristol Cars Wanted

A.F.N., Ltd., will purchase Bristol Type 400 saloons.—Falcon Works, London Rd., Isleworth, Middlesex. Hounslow 0011. [4613

Bristol Spares and Service

JAMES H. GALT, Ltd., Bristol distributors for Scotland and Northern England.—Works: 71-73, Dobbies Loan, Glasgow, C.4 Tel. Douglas 0638 [0458

British Salmson Spares and Service

COMPLETE overhauls, repairs, service and spares for British Salmson cars.—Raynes Park London, S.W.20. Tel. Wimbledon 0185. [0345

B.S.A.

B.S.A. 4-seater saloon, tax, ins., 10hp 1933 preselector, fluid flywheel, perfect condition; £145 or near offer; 9 a.m.-5 p.m. week-days.—Tel. Gul. 3833. [9247

R. S. CURRIE & Co., Ltd., offer 1940 B.S.A. Scout 10hp open 4-seater, black, red leather, excellent condition; £335.—105, Westbourne Grove, Bayswater, W.2. Bayswater 0065. [3369

145 gns.—B.S.A. 1934, 9hp Peerless foursome coupe, black, sliding head, red leather, preselector, fluid flywheel, good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube). Hampstead 6041. [9017

B.S.A. Cars Wanted

ROWLAND SMITH'S, the B.S.A. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0928

RAYMOND WAY, the hire-purchase specialists, are still buying B.S.A.s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [3135

B.S.A. Spares and Service

BASIL ROY, Ltd.—B.S.A. spares, complete stock, wholesale and retail.—161, Gt. Portland St., W.1. Langham 7733. [0144

BUGATTI

BARTLETT.—Bugatti 57 show model saloon, £925; Bugatti 57 drop head coupe, £595; Bugatti type 51 Grand Prix, offers.—27a, Pembridge Villas, W.11. [8981

BUGATTI Type 51 Grand Prix supercharged, double cam, actual 1934 works car, built at cost of £10,000, alternative 1¼-litre crankshaft, also 8 carb. conversion, etc., indistinguishable from new, one of the fastest Bugattis in the world. Also see Sports Cars column.

CHIPSTEAD MOTORS, The Onslow Garage, 197, Fulham Rd., London, S.W.3. Flaxman 0052. [8756

Bugatti Spares and Service

LEMON BURTON Bugatti service, 55, Netherwood St., N.W.6. Maida Vale 1331 [0071

BUICK

SIMPSON'S MOTORS offer:—

1939 Buick limousine, immaculate motor car; £750.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists). Wembley 3903. [9109

SIMPSON'S MOTORS offer:—

1937 Buick special foursome drop head coupe, immaculate motor car; £425.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists). Wembley 3903. [9111

1937 Buick saloon, blue/leather.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. [8938

JOE THOMPSON (MOTORS), Ltd., offers:—

1947 Buick 51 super saloon, colour blue, l.h.d. 23,000 miles, grey cloth upholstery fitted with heater.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858. [3133

CHARLES RICKARDS, Ltd., the house of standing and repute.

1939 Buick 38hp saloon, fitted with division, cocktail cabinet, radio, etc.

56 Bayswater Rd., W.2 (next door to Lancaster Gate Tube Station). Tel. Paddington 1820. [8572

LIMOUSINES, roomy 7/8-seaters, from £500.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [7958

ARCHIE SIMONS & Co., Ltd.—1937 Buick 4-door drop head coupe, small mileage; £495.—94, Gt. Portland St., W.1. Lan. 1343. [8643

BUICK special 8, registered 1949, streamlined saloon, mouth-organ front, flashing indicators, etc., L.H.D., indistinguishable from new.

CHIPSTEAD MOTORS, The Onslow Garage, 197, Fulham Rd., London, S.W.3. Flaxman 0052. [8757

1939 Buick, black Marchal h. lamps, push-button wireless, hide interior, lovely car, any exam.; £550. Tel Wyt. 3095.—Box 3838. [8612

1939 Buick Viceroy saloon, extravagantly overhauled, radio, extras, etc.—Colin Haines, Ltd., 30a, Bourdon St., W.1. Mayfair 2338. [8663

1937 Buick drophead foursome, Carlton body; stored for three years; immaculate. £375. —Matthews of Stockwell, 55-59, Stockwell Rd. Brixton 6355 or 2026. [9323

1937 model, Model 40 coupe, 48,000 miles, one owner, exceptional condition, history known; £435.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [7799

1939 Buick Albemarle drop head foursome coupe, extremely good condition, outright sale or exchange smaller car.—"Greenways," Lockerley, Nr. Romsey. Tel. Lockerley 312. [8669

1946 Buick Roadmaster saloon, first regd. 1947, £10 tax, right-hand drive, 17,000 miles, an immaculate car; £1,895.—Clayton's Cars (London), Ltd., 421, High Rd., Finchley, N.12. Tel. Finchley 6221 (3 lines). [8887

1939 Buick Carlton foursome drop head coupe, black, very low mileage, stored 5 years, in superb condition throughout a genuine car, any examination welcomed; £895.—S. Morris & Co., 29-31, Edgware Rd., London, W.2. Tel. Pad. 3075-6. [4686

LIMOUSINE, 1937, Double Enclosed, 8-forward, radio, excellent condition, black. £795. Below

LIMOUSINE, 1939, partitioned, 7-forward, black, 31,000, unquestionable condition, radio, privately owned, reasonable cost. Alpe & Saunders, Providence Court, Grosvenor Square. 2941-Mayfair. [8706

Buick Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Buick. Wembley 3903. [7994

CASH immediately for good Buick.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [9127

HIGH-CLASS low mileage modern American cars urgently required; immediate payment and inspection.

ROY GALWAY, Ltd., 21, Farm St., London, W.1. Tel. Gros 4747. [0747

7-seater private limousines required, cash waiting.—Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [8717

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Buick models.—Showrooms, Buick House, Albemarle St., London, W.1. Regent 7121. [0304

Buick Spares and Service

BUICK reconditioned rear axle assemblies on exchange plan, NA and DA series; immediate delivery.—TRIANON, Aerodrome Rd., Watford Way, London, N.W.4. [0188

BUICK sole concessionaires, Lendrum & Hartman, Ltd. Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0141

CADILLAC

1936 Cadillac limousine, privately owned, immaculate.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. [4827

Cadillac Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Cadillac. Wembley 3903. [7996

HIGH-CLASS low mileage modern American cars urgently required; immediate payment and inspection.

ROY GALWAY, Ltd., 21, Farm St., London, W.1. Tel. Gros. 4747. [0748

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Cadillac models.—Showrooms: Buick House, Albemarle St., London, W.1. Regent 7121. [0004

Cadillac Spares and Service

CADILLAC sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10 Tel. Elgar 7911. [0012

CHEVROLET

SIMPSON'S MOTORS offer:—

CHEVROLET Fleetmaster de luxe, first registered 12th month 1946, 4-door, coachwork and interior immaculate, moderately low mileage, exceptionally nice motor car, genuine one owner car; £1,050.

SIMPSON'S MOTORS (WEMBLEY), Ltd (American Car Specialists). Wembley 3903. [9115

CHEVROLET

1947 Chevrolet Styleline saloon; £1,075.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [8786

1949 Chevrolet 4-door saloon de luxe, 3,000 miles. —Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3577-6970. [8927

1947 Chevrolet Fleetmaster 4-door saloon, truly beautiful condition, 17,000 miles, left-hand drive; £1,295.—Crawley, Western 6015. [7390

CASS'S MOTOR MART.—1938 Chevrolet saloon, black 44,000 miles, exceptional; £395; written guarantee.—5, Warren St., W 1. Euston 3523. [8172

Chevrolet Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Chevrolet. Wembley 3903. [7997

HIGH-CLASS low mileage modern American cars urgently required; immediate payment and inspection.

ROY GALWAY, Ltd., 21, Farm St., London, W.1. Tel. Gros. 4747. [0749

DISTRIBUTORS for London and Home Counties require good Chevrolet cars.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [8776

Chevrolet Spares and Service

CHEVROLET spares and repairs, for private vehicles only; distributors for London and Home Counties. —British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [8794

CHRYSLER

£325.—Chrysler 4-door drop head coupe, overdrive, recellulosed, etc.—Lawton Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [8727

1947 Chrysler Plymouth, in absolutely new condition, mileage 12,000, petrol consumption 24 mpg; price £1,400.—Apply Fillingham, Woodside, South Park, South Godstone, Surrey. Tel. South Godstone 3148. [9346

1938 (October) Chrysler 24hp saloon, one owner, 34,000 miles only, practically as new in every respect: £565.—Clayton's Cars (London), Ltd., 421, High Rd., Finchley, N.12. Tel. Finchley 6221 (3 lines). [8886

£355!!!—Chrysler 20hp 6-seater touring saloon de luxe, 1938, sunshine roof model, with very attractive natural hide upholstery, and in particularly clean condition throughout, one careful and private owner, only moderately used since new and consequently in really exceptional order mechanically; latest type all-steel disc wheels, passlights, etc.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115. [9002

Chrysler Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Chrysler. Wembley 3903. [7998

ROWLAND SMITH'S the Chrysler buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0929

HIGH-CLASS low mileage modern American cars urgently required; immediate payment and inspection

ROY GALWAY, Ltd., 21, Farm St. London, W.1. Tel. Gros. 4747. [0750

7-seaters, 1937/38/39, Royal, Wimbledon, Dodge privately owned limousines required.—Alpe, Providence Court, Grosvenor Square. Mayfair-2941. [8721

1939 small mileage Chrysler Wimbledon, with leather trim wanted.—Brown & White (Leeds), Ltd., Roundhay Rd., Leeds, 7. Tel. 43405. [0566

Chrysler Spares and Service

CHRYSLER Specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd. London, S.W.12 Tel. Balham 2234. [0361

CITROEN

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1946 Citroen Light 15, colour fawn, excellent motor car; £620.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane North Finchley, N.12. Tel. Hillside 4444. [8934

DICKS CAR SALES offer.—

1939/40 Citroen 15hp saloon, very fine order, carefully used; £450.

1935 Citroen 12hp super modern saloon; £185.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn. Maida Vale 6888-9. [8120

H. W. MOTORS, Ltd., the Citroen specialists, offer:—

1940 6-cyl. grand luxe saloon, in superlative order throughout, 48,000 miles, 2,000 only since engine overhaul, black cellulose finish practically unscratched; superb brown Vaumol leather upholstery, carpets and head lining in beautiful condition, chromium plate as new, extras include Bluemel spring steering wheel, large chromium plated fog and pass light and wheel discs; this magnificent car has been thoroughly checked by our works and represents a real opportunity at 950gns.

ANOTHER 6-cyl. saloon in process of overhaul and renovation.

1948 light 15 de luxe saloon, 13,000 miles, one owner, finished in black with brown leather upholstery, a carefully maintained car in practically new condition throughout; £875.

1946 light 15 de luxe saloon, 19,000 miles, one owner, finished in black with brown leather upholstery; this car has been exceptionally well cared for and will be available in approximately 10 days; £685.

WHEREVER you are—'phone, write or call—the Citroen specialists.

H. W. MOTORS, Ltd., Walton-on-Thames, 783 and 1437. [8696

JOHN S. TRUSCOTT, Ltd., for really good Citroens.

PRESENT stock includes three 1948 saloons from £850, one 1947 saloon; £795; others shortly available, only first-class examples are offered; they have been thoroughly serviced, and are open to any reasonable trial and examination; exchanges, deferred terms.

JOHN S. TRUSCOTT, Ltd., 173, Westbourne Grove, W.11. Bays 4274. [8752

CITROEN

1947 Citroen 15, L.H.D., guaranteed; £635; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [9190

1939 Citroen 15 roadster coupe, new Philco radio, taxed; £400.—180, Bedfont Lane, Feltham, Middlesex. Feltham 3505. [9226

1948 Citroen light 15 black and red; radio; small mileage; taxed. £865.—Continental Cars, Ltd., Portsmouth Rd., Send, Surrey. Tel. Ripley 3122-3. [8551

1946 Citroen Light 15 saloon, buff, twin carburettors and Fram filter, 23,000 miles; £675.—Brookside Garage, Winkfield, Windsor. Winkfield Row 91. [9336

1947, registered 17th December 1946, Citroen 15hp saloon, silver with beige upholstery, Brooklands steering wheel, 18,000 miles nearly new tyres; £750.—Woking Motors (Maybury Hill), Ltd. Woking 1928. [8161

1939 (1940 model) Citroen 15 saloon, polychromatic grey/blue leather, total genuine mileage 45,000; whole car equal to post-war condition; £525. —Peter Bantock Car Sales, 104, High Rd., Chiswick, W.4. Chiswick 2725-5870. [5789

195 gns.—Citroen Big 12, 1934, 7-seater saloon de luxe, dark blue and black, sliding head, blue leather, face-forward occasionals, one owner, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube). Hampstead 6041. [9018

Citroen Cars Wanted

CITROEN

THE CAR MART, Ltd., wish to puchase Citroen cars. —320, Euston Rd., N.W.1. Euston 1212. [0712

C. G. NORMAN & Co.,

CITROEN distributors for the County of London.

BUYERS of low-mileage Citroen cars.—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 7611-6.

CASH immediately for good Citroen.—H. F. Edwards, 28, Upper High St., Epsom 9490. [9137

ROWLAND SMITH'S, the Citroen buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0930

H. W. MOTORS, Ltd., always require first-class Citroens.—Tel. Walton-on-Thames 783 and 1437. [4863

JOHN S. TRUSCOTT, Ltd., urgently require first-class Citroens.—173, Westbourne Grove, W.11. Bays. 4274. [8753

ACE SERVICE STATION (LONDON), Ltd., purchase for cash all Citroen cars.—North Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [6774

CITROEN 1946/9 required immediately; will pay reasonable price according to condition.—Tom Allery Automobile, 68, Hill Rd., Wimbledon, S.W.19. Wimbledon 3848. [7988

Citroen Spares and Service

SOUTH of the Thames

SALES of Croydon.—Distributors and specialists for over 25 years, Tel. Croydon 3131-2. [0187

BRING your used cars to the Citroen specialists; we will recondition as new.

THE HEADINGLEY MOTOR & ENG. Co., Ltd., 8, Otley Rd., Leeds. Tel. 52627-8. Grams, Truble.

WIDCOMBE GARAGES, Ltd., Pulteney Rd., Bath 4863.—Citroen spares, reconditioned drive trains, 48-hr service. [7923

CITROEN specialists, breakdown service, exchange gear box fitted 24 hours.—Lorraine Garage, 29/30, Elvaston Mews S Kensington. S.W.7. Western 6974. [4370

CITROEN.—We are distributors for N.W. Kent and specialise in reconditioning these cars; front drive assemblies fitted from stock.—Barnehurst Garage Ltd., Bexleyheath 725. [0746

BOWES ROAD GARAGE & ENGINEERING Co., Ltd., Bowes Rd., N.11 (Bow 2284), specialists on Citroen body repairs and mechanical overhauls; swivel joints reconditioned 48-hr.; all spares stocked. [2668

DAIMLER

JAMES SIMPSON (SALES) offer:—

1935 Daimler saloon, 15hp, good general condition, just rebored; £275.

JAMES SIMPSON (T.C. MOTORS, Ltd.), 244, Brompton Rd., S.W.3. Ken. 3315. [9305

GUY SALMON AUTOMOBILES, Ltd., offer:—

1939 (August) Daimler 24hp owner driver sports saloon, by Charlesworth, a roomy saloon with most attractive lines in superb original condition. £895.—Portsmouth Rd., Thames Ditton. Emberbrook 4343. [5195

1948 18hp Daimler saloon, black, blue leather upholstery, 8,000 miles, one owner.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1. (Mayfair 5951) and 12, Chelsea Manor St., S.W.3 (Flaxman 8181). [8950

1939 2½-litre Daimler saloon, black with red leather, excellent condition throughout.

1936 4½-litre Daimler limousine by Hooper, 14,000 miles, as new.

LANCEFIELD COACHWORKS, Wrenfield Place, Herries St., W.10. Ladbroke 2951-4. [9160

1938 Straight Eight limousine, F. chassis, suitable for hearse; £485.—J. B. Taneborne, 30, Wilton Row, S.W.1. Sloane 4665. [3224

1934 Daimler 15 saloon; £200 or 30 monthly instalments of £8/1/4.—The Cooden Engineering Co., Bexhill. Cooden 600. [8637

1938/9 E.L. 24 Daimler limousines, indistinguishable from new.—J. B. Taneborne, 30, Wilton Row, London, S.W.1. Sloane 4665. [1805

1934 Daimler 15hp saloon, black with red upholstery; 1 owner, in excellent condition throughout; £225.—Haskins. Ladbroke 1155. [7855

CAN you spot a bargain! 1938 Daimler 17hp 2½-litre saloon, maroon, new tyres, in sound condition throughout. £425!—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4723. [6539

STRATSTONE, the Daimler specialists, offer a comprehensive range of good second-hand Daimlers, both saloons and limousines.—Stratstone, 40, Berkeley St., London W.1. (Mayfair 4404.) [6376

DAIMLER

1936 Daimler 32hp enclosed limousine, by James Young, in original superlative condition throughout; £525.—Odeon Motors, Ltd., Barnet, Herts. Tel. Barnet 4100 (private exch.). [8960

£85.—1930 Daimler P.3 7-passenger limousine, recent engine overhaul, exceptional condition. —Great Western Motors, Ltd., 6-8, Bishopsbridge Rd., W.2 (Paddington Station). Ambassador 1061-2. [8812

21-litre 4-door saloon, reg. Aug., 1948, finished navy **22** blue, blue hide upholstery, small mileage, one owner, cost nearly £2,000.—Offered at £1,425 by Austin House, 144, Golders Green Rd., N.W.11. Speedwell 0011.

1940 (July) Daimler 2½-litre saloon, finished black, brown leather, one owner, excellent condition throughout, any examination; £750.—Seymour & Clements, Ltd., 38, Watford Way, Hendon Central, N.W.4. Hendon 2146. [9329

225 gns.—Daimler-15, 1936, de luxe 4-door saloon, **225** black, sliding head, maroon leather, preselector, good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [9019

1948 18hp Daimler black saloon, low mileage, chauffeur driven, serviced by makers, perfect and guaranteed immaculate throughout; £1,650.—Write re car, 52, Albion Gate, London, W.2, or Tel. Holborn 4106 between 10 a.m. and 4 p.m. [9219

E.L.24 limousine, 1937 (June) Daimler 7-passenger **E** double enclosed limousine, chauffeur's division, forward occasionals, finished dark blue and black, very low mileage, almost new tyres, taxed, in exceptional condition throughout; trade enquiries welcomed.

MOTOURISTS (LONDON), Ltd., Great North Rd., M E. Finchley Station, N.2. Tudor 2301-2. [9157

£395.—Magnificent 1935 Daimler 20hp, economical **£395** overhead valve engine, full 8-seater limousine, cost when new nearly £1,000, magnificent bodywork, interior excellent, whole vehicle spotless and ready for work, negligible oil consumption, 20-21mpg; comprehensive 3 months' written guarantee; hire-purchase, exchanges.

LAMBS OF WOOD GREEN, Caxton Rd., N.22. Bowes Park 4144, 4297. [9164

DIESEL engined Daimler 1932 Double-Six, chassis fitted by competent engineers with new Perkins P.6 engine, Daimler fluid flywheel and preselector gear box, Gurney-Nutting close coupled sports saloon body of most striking appearance, body and chassis in perfect condition, mileage since conversion 2,000; seen London area by appointment; £950.—Box 3867. [8876

LIMOUSINE, 1938, Double Enclosed, EL Series 24hp, 7-forward, 25,000, black, private, excellent condition, bargain value.

LIMOUSINE, 1938/8-cyl-32hp, Hooper, partition, 7-forward, black, delightful condition, genuine 12,000, opportunity. £1385. Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [8707

Daimler Cars Wanted

C
M

THE CAR MART, Ltd., wish to purchase Daimler cars.—150, Park Lane, W.1. Grosvenor 3434. [9959

CASH immediately for good Daimler.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [9128

ROWLAND SMITH'S, the Daimler buyers.—Hampstead High St (Hampstead Tube) Ham 6041. [9932

LIMOUSINE, modern 24hp-32hp required; details please.—Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [8722

LONDON CARS require several good pre-war 17-18hp Daimlers.—Full particulars to 592-6, Greenford Rd., Greenford, Middx. Waxlow 2643. [8357

URGENTLY wanted for client, low mileage Daimler 2½-litre saloon.—S Morris & Co., 29-31, Edgware Rd., London, W.2. Tel. Pad. 3075-6. [1944

Daimler Spares and Service

ARCOT MOTORS, Ltd.

ARCOT MOTORS, Ltd.—Preselector gear boxes; exchange and repairs.—169 Fulham Rd., S.W.3. Kensington 7301. [0236

SPECIALISED Daimler gear box service; all types quick deliveries, guaranteed work; spare parts supplied.—H. & A. Engineering, 35, Grant Rd., Croydon, Surrey. Addiscombe 2931. [0145

DAIMLER and Lanchester spares.—Large stock of spares for most models; specialists in spares unit, gaskets, etc., for the Daimler sleeve valve series.—Allens, Victoria Rise, Clapham, S.W.4. Macaulay 4199 and 4874

DELAGE

DELAGE 3-litre open 4-seater Vanden Plas, in beautiful condition; best offer over £300.—Box 3667. [7740

1937 Delage Continental saloon, 3½-litre, very fast motor car, Cotal electric gear box, engine reconditioned, in first class order; £495.—R. E. P. Garages, Ltd., 302-6, King's St., Hammersmith, W.6. Riverside 3861-2 [6460

Delage Spares and Service

SELBORNE (MAYFAIR), Ltd., (Incorporating Selborne Motors, Ltd., established 1926).

RAPID repairs and parts for Delage.

SOLE concessionaires for Great Britain etc.

HEAD office, 82, Park St., W.1. [6493

WE buy, sell and repair Delages.—Marlborough Garage, Abbey Rd., St. John's Wood N.W.8. Mai 0267. [1099

UNIVERSITY MOTORS, Ltd., 7, Hertford St., London, W.1, Delage specialists; all facilities and pre-war factory trained staff to carry out mechanical, electrical and coachwork repairs; large stocks of genuine spares.—Tel. Grosvenor 4141. [0501

DELAHAYE

CHIPSTEAD MOTORS, Ltd.—See under Sports Cars column advt. No. 8759. [8760

Delahaye Spares and Service

SELBORNE (MAYFAIR), Ltd. (Incorporating Selborne Motors, Ltd., established 1926).

SOLE concessionaires for the famous Delahaye cars.

U.S.A. and other overseas enquiries invited.

HEAD Office: Regional House, 82, Park St., W.1. [2407

D.K.W.

B. & M. GARAGES, Ltd., offer:—

1938 D.K.W. special fixed head saloon, finished in red, exceptional condition.

1938 D.K.W. Master de luxe saloon, in cream and black, recently overhauled.

1940 D.K.W. all metal de luxe new series model, in black.

B. & M. GARAGES, Ltd., for super reconditioned D.K.W. cars and guaranteed spares; brand new crankshafts at £30/10; sleeved cylinder blocks, £10/10; both items on exchange basis plus packing, etc.; repairs and overhauls our speciality.—B. & M. Garages, Ltd., 42a, St. Michael's St., W.2. Paddington 6877. [0016

1938 D.K.W. cabriolet, just run in after overhaul, exceptional condition; £295.—Crawley Western 6015. [9105

D.K.W. Spares and Service

NEW big-ends and mains fitted to D.K.W. crankshafts.

C. F. SMITH & Co., 83-85, St. John's Hill, Clapham Junction. Bat. 0871. [0066

DODGE

1948 Dodge 4-door saloon, radio and heater, L.H. drive, 20,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [8772

Dodge Spares and Service

DODGE specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2234. [0362

FIAT

1938 Fiat 1100 pillarless saloon, sun roof, in good condition; £285.—Albemarle Motors, Ltd., Crown Garage, Albany St. (adj. Barracks), N.W.1. Tel. Euston 6507 and 1520. [3774

FOX & NICHOLL Ltd., have 1939 Fiat 500 models, two- and four-seaters; also 1100 drop head coupe, rebuilt 500 engines usually available; spares and service specialists.—Kingston By-Pass Rd. Derwent 1122. [0242

1500 2/4-seater, drop head, Ghia body, new cellulose and chromium, very good-looking, crankshaft reground, cylinder linered, engine as new throughout, new battery.—Phillips, Chase, Sible Hedingham, Essex. [9235

295 gns.—Fiat, 1939, 1100cc 4-door pillarless saloon, grey, sliding head, red leather, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [9020

MAYFAIR GARAGES, Ltd.—June, 1939, 1100 508c 4-door de luxe pillarless saloon with sun roof, Fiat blue with hide upholstery to match, small mileage, very carefully maintained, outstanding condition throughout, 3 months' guarantee; £465.—Below.

MAYFAIR GARAGES, Ltd.—June, 1939, 500 de luxe convertible coupe, 4-seater saloon, maroon, leather upholstery to match, carefully used, outstanding condition throughout; 3 months' guarantee; £325.—Below.

MAYFAIR GARAGES, Ltd.—1938 model 500 de luxe convertible coupe, silver, red leather, good tyres, plated luggage carrier, carefully maintained; 3 months' guarantee; £265.—Below.

MAYFAIR GARAGES, Ltd.—1937 model 500 convertible coupe, black, red leather, good tyres, new hood, well maintained in very good condition throughout; 3 months' guarantee; £245.—Below.

MAYFAIR GARAGES, Ltd. (Fiat sales and service), Balderton St. (opp. Selfridges' clock), Mayfair, W.1. Mayfair 3104-5. [9326

£225 cash, or £70 deposit.—1937/8 Fiat 500 coupe, black with blue leather, clean inside and out, splendid performance; terms quickly arranged; open 9-8 week-days.—C. & S. Motors, Ltd., Dudden Hill Lane, Neasden. Gladstone 8605-6. [5581

Fiat Cars Wanted

C
M

THE CAR MART, Ltd., wish to purchase Fiat cars.—320, Euston Rd., N.W.1. Euston 1212. [0960

R

ROWLAND SMITH'S, the Fiat buyers.—Hampstead High St. (Hampstead Tube). Ham 6041. [9933

MAYFAIR GARAGES, Ltd., Balderton St. (opposite Selfridges), W.1. Mayfair 3104. Particularly want 500s, 1100s and 1500s for cash. 'Phone or write for buyer to call. [7448

Fiat Spares and Service

FIAT 500cc spares, reconditioned engines, gear boxes, starters, dynamos, etc.; guaranteed repairs.—S. and S. Motors, 165a, Westbourne Grove, W.11. Bay 1644. [0136

FIAT (ENGLAND), Ltd., Water Rd., Wembley, sole licensees for the United Kingdom, are only source of genuine Fiat spares and service.—Tel. Perivale 5651. Grams: Fiat, Wembley. [0700

B.D.J. (ENGLAND), Ltd., your North-West London 500 specialists; see your exchanged engine on test, fitted same day.—65, Lewlands Rd., Harrow (1 minute Harrow Met.). Temporary tel. Byron 1818. [0325

FIAT 500, 1100 and 1500, full range of spares, reconditioned engines, gear boxes, suspensions, dynamos, starters, radiators in exchange; spare wheel covers, luggage carriers, supercharger sets, Metric spanners; complete servicing all models.—Derrington, 159, London Rd., Kingston 5621-2. [7383

FORD (8 h.p.)

PERRY'S OF HARROW

HAVE an excellent selection of post-war 8hp saloons available.

PHONE Harrow 1031 for details.

W. HAROLD PERRY, Ltd., Station Bridge, Wealdstone, Harrow, Middlesex. [0099

PHILIP RICKARDS offer:—

1949 Ford Anglia, black, 3,000 miles, perfect.—4, Brick St., Park Lane, London, W.1. Gros. 4772-3. [8905

JAMES SIMPSON (SALES) offer:—

1937 Ford 8, good condition for 1937 car; £195.

JAMES SIMPSON (T.C. MOTORS, Ltd.), 244, Brompton Rd., S.W.3. Ken. 3315. [9304

175 gns.—1937 Ford 8 saloon, excellent condition.—Autoships, 5, Balham High Rd., Balham 1509. [9176

FORD (8 h.p.)

DAGENHAM MOTORS, Ltd., Ford main dealers.

1949 Ford 8hp Anglia, black, red, 7,000 miles; choice of three.

1949 Ford 8hp Anglia, beige, red, 13,000 miles.

1948 Ford 8hp Anglia, black, red, 7,000 miles; choice of two.

56, Park Lane, W.1. Regent 4866. 374, Ealing Rd., Alperton, Middx. Perivale 3388; and 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [8869

£175.—Ford 8 1936, 4-door saloon, leather, original cellulose, taxed.

ABBEY AUTOS, rear of 44/46, Chase Side, Southgate (near tube). Palmers Green 4540. [9195

1949 (April) Ford Anglia, 5,000 miles, as new throughout; £550.—Egham Motor Co., Egham 131. [8659

1947 Ford 8 saloon, black, one owner; £475.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [8154

£275.—1938 Ford 8 saloon, immaculate throughout; wonderful chassis.—362, Upper Richmond Rd., East Sheen. [8976

1949 Ford Anglia saloon, 1,300 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [8791

1938 Ford 8hp saloon, excellent condition; £285.—John W. Whalley, London Rd., Bishop's Stortford. Tel. 181 and 182. [7066

1937 Ford 8, privately owned in splendid order; £245.—S. Bowen & Sons, Hillside Garage, Edgeware. Tel. Edgeware 4464-5. [7262

1939 Ford 8 saloon, black, all good tyres, green rexine upholstery, exceptionally good mechanical condition; bargain, 275gns.

DOUGLAS CAR SALES, 24, Dorset Rd., West Green Rd., Tottenham, London, N.15. Stamford Hill 7352. [9249

1948 Ford Anglia saloon, finished in black; one owner; 15,000 miles, carefully maintained, immaculate condition, taxed; £515.

M.B. MOTORS, 336, New Cross Rd., London, S.E.4. Tideway 3779. [9006

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1. Langham 1594-5.—1946/9 Ford Anglia saloons, low mileage, all guaranteed; also earlier models. [5367

1949 (Feb.) Ford Anglia saloon, green, guaranteed 9,000 mls., as new; £550.—Gibsons Sports Cars (Xchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 912. [7967

1948 Ford Anglia saloon, low mileage, in very good condition throughout; £495; 1940 Ford Anglia saloon, very clean bodywork, excellent mechanical condition, £335; 1938 Ford 8 saloon, excellent bodywork and in first-class running order, £310.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Glad 2234. [8142

1938-9 Ford 8 black saloon, reconditioned engine recently fitted, clean inside and out, £255 cash or £75 deposit, balance payable over 18 months; terms quickly arranged; open 9-8 week-days.—C. & S. Motors, Ltd., Dudden Hill Lane, Neasden. Gladstone 8605-6. [7409

Ford Eight Cars Wanted

C
M

THE CAR MART, Ltd., wish to purchase Ford 8hp cars.—150, Park Lane, W.1. Grosvenor 3434. [0713

I REQUIRE post-war Ford 8 urgently.—30, Rayecroft Rd., S.W.16. Tulse Hill 1288. [9362

POST-WAR Ford 8 required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0843

ROWLAND SMITH'S, the Ford 8 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0934

CASH buyers of low mileage Ford 8s; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0789

DAGENHAM MOTORS, Ltd., main dealers, purchase Ford 8hp cars for cash.—56, Park Lane, London, W.1. Regent 4866. [0588

1937-1948 Ford 8 saloon urgently required.—Richard France, Ltd., 254, High Rd., Tottenham N.15. Sta. 2232 and 0464. [6457

RAYMOND WAY, the hire-purchase specialists, are still buying Ford 8, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [3134

FORD (10 h.p.)

CAR MART, Ltd.

FORD 10hp Prefect, 1949, new type, 2,000 miles; £735.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [8656

PERRY'S OF HARROW

HAVE an excellent selection of post-war 10hp saloons available.

PHONE Harrow 1031 for details.

W. HAROLD PERRY, Ltd., Station Bridge, Wealdstone, Harrow, Middlesex. [0100

PALMERS MOTORS offer:—

1948 Ford Prefect saloon, almost new; £575; exchanges and deferred terms.—53, York St., Twickenham. Popesgrove 1890, 7087. [9064

H. A. SAUNDERS, Ltd., offer:—

1947 Ford 10hp Prefect saloon, black, green leather, 9,000 miles; £595.

1948 Ford 10hp Prefect saloon, black/red leather, 6,000 miles; £635.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner), Hillside 0024. [9405

£330.—1939 Ford Prefect, black, grey leather, all tyres as new, quiet engine.

DOUGLAS CAR SALES, 24, Dorset Rd., West Green Rd., Tottenham, London, N.15. Stamford Hill 7352. [9250

1948 (June) Ford Prefect saloon, black, cloth upholstery, 17,000 miles, loose covers, taxed year, unscratched; £625.

CHARING CROSS GARAGE, Villiers St., Strand. Tem. 1489. [9382

FORD (10 h.p.)

DAGENHAM MOTORS, Ltd., Ford main dealers.

1949 (new type) Ford 10hp Prefect, black, hide, 2,000 miles.

1949 (new type) Ford 10hp Prefect, beige, hide, 8,000 miles.

1949 (new type) Ford 10hp Prefect, black, hide, 8,000 miles; choice of two.

1948 Ford 10hp Prefect, black, hide, 11,000 miles; choice of three.

1947 Ford 10hp Prefect, black, hide, 27,000 miles, reconditioned engine.

56 Park Lane, W.1. Regent 4866. 374, Ealing Rd., Alperton, Middx. Perivale 3388; and 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [8870

1949 Ford Prefect saloon, 1,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 5588. [8784

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1. Langham 1594-5.—1946-8 post-war Prefect saloons, low mileage, all guaranteed. [7392

1946 (29.12.45) Ford Prefect saloon, black with brown hide upholstery, loose covers, spot lamp, exchange engine; £485.

W. J. BROWN, Ltd., Main Ford Dealers, 339, Finchley Rd., N.W.3. Ham. 4414. [8912

1947 Ford Prefect saloon, immaculate, black, 17,000 miles; £550.—Blue Star Garages, Ltd., 617, Finchley Rd., N.W.3. Ham. 2255. [8824

1940 Ford 10 drop head coupe, 30,000 genuine, recon. engine, immaculate car, enthusiast owned; £375.—124, Exeter Rd., South Harrow. [9224

1947 Ford 10, leather upholstery, beautiful condition; 11,000 miles. £555.—Carris Motors, Ltd., Lewisham Bridge, S.E.13. Lee Green 0254. [9270

GORDON CARS (LONDON), Ltd.—1948 model Ford Prefect saloon, black/brown leather, excellent order. —Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [8736

1948 (July) Ford 10 saloon, black, 12,000 miles, one owner, as new throughout; £595.—Wembley Court Motors, High Rd., Wembley. Arnold 5621-2. [8155

1949 (March) Ford Prefect saloon, black, red leather, 6,000 mls., as new; £675.—Gibsons Sports Cars (Xchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 912. [7966

1948 Ford (June) Prefect saloon, black, cloth upholstery, 17,000 miles, loose covers, unmarked, taxed year; £625.—Charing Cross Garage, Villiers St., Strand. Tem. 1489. [9196

1949 Ford Prefect saloon, 2,600 miles, black with cloth upholstery, as new, in excellent condition throughout.—Shaw Motors, Ltd., 666-678, Garratt Lane, London, S.W.17. Wim. 3031-2. [8924

1948 Ford Prefect saloon, black, cloth upholstery, low mileage; also 1939 Ford Prefect saloon, 4-door cloth upholstery, in very nice condition throughout; also 1940 model Ford Prefect saloon 2-door, leather upholstery.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Glad. 2234. [6969

£74.—Deposit or £249 cash, 1938 model Ford 10, 4-door saloon, clean black cellulose with red leather upholstery, reconditioned engine fitted a few months ago; terms quickly arranged; open 9-8 week-days.—C. & S. Motors, Ltd., Dudden Hill Lane, Neasden. Gladstone 8605-6. [9151

Ford Ten Cars Wanted

ROWLAND SMITH'S, the Ford 10 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0935

CASH buyers of low mileage Ford 10s; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0790

MARSTON MOTOR Co., Ltd., for your Ford 10. Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15.

DAGENHAM MOTORS, Ltd., main dealers, purchase Ford 10hp cars for cash.—56, Park Lane, London, W.1. Regent 4866. [0156

1937-1948 Ford 10 saloon urgently required. —Richard France, Ltd., 254, High Rd., Tottenham, N.15. Sta. 2232 and 0464. [6456

RAYMOND WAY the hire-purchase specialists, are still buying Ford 10, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5660

FORD (V.8)

CAR MART, Ltd.

FORD V.8 1949 Pilot saloon, 7,000 miles; £1,075.

FORD 91a 1939 saloon, 6 months' guarantee; £675.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [8857

DICKS CAR SALES offer.—

1939 Ford 22hp saloon, definitely unmarked; £345.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn, Maida Vale 6888-9. [8127

SIMPSON'S MOTORS offer:—

1939 Ford 22hp, very good condition, interior, mechanical condition and tyres very good, cheap motor car; £315.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists). Wembley 3903. [9117

DAGENHAM MOTORS, Ltd., Ford main dealers.

1937 Ford 30hp V.8 model 78 saloon, black, Bedford cord, exceptional.

56 Park Lane, W.1. Regent 4866. 374, Ealing Rd., Alperton, Middx. Perivale 3388; and 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [8871

325 gns.—Ford V.8, 1939, 22hp 4-door saloon, Coronation blue, grey leather, excellent condition; terms, exchanges.—Rowland Smith, below:—

195 gns.—Ford V.8, 1937 model, 22hp 4-door saloon, dark green, fawn leather, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays. —Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [9021

2000 miles.—1949 (March) Ford Pilot saloon, black, brown leather, radio (trade enquiries only please).—Ernest Sutton, Cleeve Hill, Cheltenham 95. [8951

1949 (March) Ford Pilot saloon, radio, heater, leather throughout, spare unused; car equal to new.—Autoworx, Ltd., Winchester. Tel. Winchester 4834. [8829

FORD (V.8)

SIMPSON'S MOTORS offer:—

FORD V.8 (late 1947) super de luxe, fitted radio and heater, magnificent car; £885.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists). Wembley 3903. [9113

1949 New Look American Ford V.8, 2,000 miles.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3577-6970. [8928

1948 (first registered) Canadian Mercury, 32.8hp, in first-class condition all round; £925.—Bargate Development Co., 2, The Bargate, Southampton 3220. [9199

GORDON CARS (LONDON), Ltd.—1948 Ford Pilot saloon, green/fawn cloth, radio, heater, excellent condition.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [8737

1948 Ford 30hp saloon, right hand drive, black, in immaculate condition, 21,000 miles; £1,050. —Blue Star Garages, Ltd., 617, Finchley Rd., N.W.3. Ham. 2255. [8825

£425.—1941 Ford V.8 continental model, bodywork spotless, mechanically excellent, smooth, silent, powerful; comprehensive 3 months' written guarantee; hire-purchase, exchanges.

LAMBS OF WOOD GREEN, Caxton Rd., N.22. Bowes Park 4144, 4297. [9163

WALTER SCOTT, Ltd.—30hp Ford V.8 drop head coupe, new Delaney Galley heater, hood perfect, far above average condition, taxed; £245.—39, College Crescent, Swiss Cottage, N.W.3. Primrose 5914. [8946

1939 model Ford V.8, radio, all very good tyres, exceptionally clean car exterior and interior; £285.—Colindale Service Station, 155, 157 and 159, Edgware Rd., N.W.9. Tel. Colindale 6122. [8808

FORD V.8 30hp saloon, first registered April, 1939, one owner only; petrol consumption 22 m.p.g., beautiful condition throughout; £375.—Bruce France, 8a, Cromwell Mews, South Kensington. Fla. 0513. [8635

1948 October Ford Pilot, 10,000 miles, large sun roof specially fitted, blue, heater, new engine April 1949, 5 new tyres, in perfect condition, 3 months' guarantee; best offer over list price.—Temple Bar 3274. [7422

1937 Ford V.8 foursome coupe, radio, heater, Columbia overdrive, new hood, reupholstered and resprayed, new tyres, taxed; £345.—Birkett Motors, Ltd., 634-636, Mile End Rd., Bow, E.3. Advance 1517. [8389

ROOMY Ford V.8, late 38; private owner; low mileage, kept for years as spare car; owner has electric for spare now; good condition; never let owner down. Many fitted gadgets, £300 net.—Parkside Garage, Mill Hill, N.W.7. [8546

Ford V.8 Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Ford Pilot cars. —320, Euston Rd., N.W.1. Euston 1212. [0714

1949 Ford Pilot saloon wanted.—Turnbull, Ross House, Station Hill, Winchester. [8678

ROWLAND SMITH'S, the Ford V.8 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0936

JOHN S. TRUSCOTT, Ltd., urgently require first-class Ford Pilots.—173, Westbourne Grove, W.11. Bays. 4274. [8755

DAGENHAM MOTORS, Ltd., main dealers, purchase Ford V.8 cars for cash.—56, Park Lane, London, W.1. Regent 4866. [0156

UTILITY—FORD OR OTHER BODIES

1937 V.8 30hp Ford 8-seater utility, one owner; £575.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [8893

£350.—1948 Ford V.8 all-metal 6/8-seater Utility. —Autowork, Ltd., Winchester. Tel. 4834. [8674

£275.—1939 Ford 8hp utility, nice condition.—Traynor Motors, Ltd., of East Ham. Grangewood 2530. [9184

FIRST registered 1947 Ford Mercury utility, exceptionally good condition; £595.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8 [9069

1939 Ford Prefect chassis mounted with very attractive wooden utility bodywork, excellent condition throughout, four seats; £350.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [5153

295 gns.—Ford V.8, June 1938, 30hp model 81A, fitted 4-door 8-seater timber utility body, sliding glass windows, removable rear seating, drop tailboard, good tyres, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [9022

Ford Utility Cars Wanted

FORD 8, 10 and 30hp utilities wanted from 1936 onwards.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [5237

ROWLAND SMITH'S, the Ford utility buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0937

FORD MISCELLANEOUS

GODFREY DAVIS, Ltd.,

FORD main dealers.

ALWAYS open.

SELECTION from our stock. Write for full list.

GODFREY DAVIS, Ltd., Neasden Lane, N.W.10. Gladstone 6474.

TANKARD & SMITH, Ltd., offer the choice of many Ford 8s and 10s from their vast stock of over 200 used cars, all subject to three months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax. 4801-3. [0378

Ford Miscellaneous Cars Wanted

RS

ROWLAND SMITH'S, the Ford buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0938

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Ford. Wembley 3903. [7999

Ford Miscellaneous Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Ford cars.—150, Park Lane, W.1. Grosvenor 3434. [0961

WHAROLD PERRY, Ltd., main Ford dealers, Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel Hillside 4444.

CASH immediately for good Ford.—H. F. Edwards 154, Gt. Titchfield St., W.1. Langham 0012. [9129

URGENTLY wanted, good condition Ford cars.—Brown's Garage, 3 minutes Loughton Tube Station, 199 High Rd., Loughton, Essex. Loughton 4119 [2439

LUTON MOTOR Co., Ltd., Ford main dealers, require urgently Ford 8 and 10hp cars and light vans, particularly low mileage and better kept specimens.—Dunstable Rd., Luton, Beds. Luton 3713. [0042

Ford Spares and Service

NORMAND, Ltd.,

FIRST-CLASS mechanics and highly efficient supervision produce the best results.

NORMAND, Ltd., 405/9, King St., W.6. Riv. 3665. [0231

FINSBURY and Islington.

MAIN Ford dealers, Highbury Corner Motors, Canonbury Rd., N.1. Exchange parts, all spares, immediate service.—Canonbury Rd., N.1. Canonbury 2464. [0357

ALLAN TAYLOR (MOTORS), Ltd.

HIGH St., Wandsworth, S.W.18.

MAIN Ford dealers.

LARGE stocks of genuine Ford parts.

PUTNEY 6431 (4 lines). [0314

FOR Ford mudguards, running boards, 1933-46.—Brooks, 85, Queens Rd., Brighton. [0383

FRANK G. GATES, Ltd., High Rd., Woodford Green. Tel. Wanstead 2233. Main Ford dealers; service and all spares. [0093

ALDARS MOTORS, Ltd., 43-45, Acre Lane, London, S.W.2 (Brixton 6431), main Ford dealers; service and all spares. [0110

YOUR Ford car will be much improved in comfort and safety after fitting stabilizers to the front and rear springs; all models.—Cranhurst Garage, Ltd., Station Parade, Cricklewood, N.W.2. Gladstone 0570. [0281

Frazer Nash Cars Wanted

ROWLAND SMITH'S, the Frazer Nash buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0939

FRAZER NASH-B.M.W.

A.F.N., Ltd.

WE have a selection of 1939 used Frazer Nash-B.M.W. cars for sale, including types 335 (3½-litre), 326, 327, 321.

FULL details and prices on application.

FRAZER-NASH CARS, Falcon Works, London, Rd., Isleworth. Hounslow 0011. [4684

ANTHONY CROOK offers:—

1939 type 328 100mph sports 2-seater and several other models.

ANTHONY CROOK MOTORS, Ltd., Bristol distributors, Caterham Hill, Surrey. Tel. 466. [8507

!!! £775.—Type 328 2-seater; !!! £875; type 327 drop head.—Litherland Motors, Liverpool, 21. [8484

CASS'S MOTOR MART.—1938 Frazer Nash-B.M.W. 320 saloon, superb condition throughout.—5, Warren St., W.1. Euston 3523. [6527

£425.—Frazer Nash-B.M.W. 1937 model cabriolet, fitted knock on wheels, tubular chassis, I.S.S. suspension, 3 carburettor model 16hp, beautifully recellulosed in cream and black, interior leather excellent, tremendous performance with good economy, outstanding motor car; comprehensive 3 months' written guarantee; hire-purchase, exchanges.

LAMBS OF WOOD GREEN, Caxton Rd., N.22. Bowes Park 4144, 4297. [9161

1939 (June) Frazer Nash-B.M.W. 327/9 fixed head foursome coupe, 3-carburettor high efficiency engine, maximum speed up to 95mph, beautiful lines, magnificent condition, many extras, including radio, always works maintained, for sale or exchange, with cash, for Bristol, Mk. VI Bentley, or Mk. V Jaguar.—"Greenways," Lockerley, Nr. Romsey, Hants. Tel. Lockerley 312. [8668

Frazer Nash-B.M.W. Cars Wanted

BARTLETT always buys Frazer Nash-B.M.W.s.—27a, Pembridge Villas, W.11. [1068

ROWLAND SMITH'S, the Frazer Nash-B.M.W. buyers. —Hampstead High St. (Hampstead Tube). Ham. 6041 [0940

HEALEY

BROOKLANDS,

HEALEY distributors for London,

OFFER:—

EARLY delivery of new Silverstone 2-seater; price £1,246/11/8.

ALSO:—

1949 (July) Sportsmobile drop head 4-seater coupe, colour silver, with blue leather, speedometer reading 4,000 miles, fitted Radiomobile wireless; cost new £2,879.

1949 (Sept.) standard saloon, silver green, with beige leather, speedometer reading under 4,000 miles.

103, New Bond St., W.1. Tel. Mayfair 8351-6. [8915

H.W. MOTORS, Ltd.

OWING to unusual circumstances, we are able to offer two new Healey cars, one a standard roadster the other a roadster coupe at very special prices; 'phone, write or call.

H.W. MOTORS, Ltd., Walton-on-Thames. Tel. 783 and 1437. [6491

Healey Cars Wanted

BARTLETT.—Healey saloon or tourer wanted.—27a, Pembridge Villas, W.11. [5788

POSTWAR standard saloon wanted, privately (not earlier than 1948), must be 100% condition, one owner, low mileage.—Box 3842. [8622

HILLMAN 10

CAR MART, Ltd.

HILLMAN Minx, 1949, magnificent, 3,000 miles; £925.

HILLMAN Minx 1948 Phase II coupe, 11,000 miles; £755.

HILLMAN Minx 1947 coupe, 6,000 miles; £755.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [8858

NEWNHAMS, Ltd

1948 Hillman Minx Phase II saloon; beige with red; fitted radio; £685.
NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [8034

ROUNDABOUT offer:—

1946 Hillman Minx 4-door saloon, sunshine roof, in black with brown upholstery; £595.
ROUNDABOUT GARAGE, Western Ave., Greenford, Middx. Waxlow 1071-5. [8639

G. R. HARTWELL, Ltd.

1949 Hillman Minx Phase III saloon, finished dove-grey, 13,000 miles only, one owner; £855.
1948 Hillman Utility, grey, 19,000 miles, exceptional condition; £650.
1947 Hillman Minx saloon, finished blue, 25,000 miles only, one owner, spotless condition; £595.
G. R. HARTWELL, Ltd., Middleton Rd., Banbury. Tel. Banbury 3201. [9380

BROWNS for Hillman.

1939 Hillman Minx saloon de luxe, excellent condition; £350.—Brown's Garage, Loughton (Essex) 4119 (Tube). [3754

DICKS CAR SALES offer.—

1939 Hillman 10hp drop head foursome coupe, completely reconditioned; £395.
DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn. Maida Vale 6888-9. [8122

NAYLOR & ROOT, Ltd., offer:—

1949 (March) Hillman Minx Magnificent, Phase III, guaranteed mileage 2,973, perfect, taxed to December 1950; £895.—25, East Hill, S.W.11. Battersea 5272. [8986

G. P (BALHAM), Ltd., offer:—

155 gns.—1935 (model) Hillman Minx sports 2-str streamlined type, excellent condition; a bargain.
G. P. (BALHAM), Ltd., 2c, Balham Hill, S.W.12 (100 yds Clapham South Tube). Batt 5117. [7852

H. A. SAUNDERS, Ltd., offer:—

1948 Hillman Minx Phase II saloon de luxe, 2,000 miles; £785.
H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner), Hillside 0024. [9398

WARWICK WRIGHT, Ltd., offer:—

1949 Hillman Minx 10hp saloon, blue, blue cloth, 6,000 miles; £895.
1949 Hillman Minx 10hp saloon, black, fawn cloth, 9,000 miles; £895.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [9289

HAROLD RADFORD & Co., Ltd.

1948 (May) Hillman Minx Phase II saloon, black/brown upholstery, 5,600 miles, indistinguishable from new throughout.
HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [3108

JAMES SIMPSON (SALES) offer:—

1947 Hillman Minx drop head coupe, one owner, superb condition; £650.
JAMES SIMPSON (T.C. MOTORS, Ltd.), 244, Brompton Rd., S.W.3. Ken. 3315. [9300

WADDINGTON MOTORS, Ltd., offer:—

1947 Hillman Minx saloon de luxe, black, brown upholstery, genuine motor car; £625; also:
1947 (model) Hillman Minx saloon de luxe, as new; £600; also:
1946 Hillman Minx saloon de luxe, perfect; £565.
WADDINGTON MOTORS, Ltd., Fortune Green Rd., N.W.6. Ham. 2211. [8796

WADDINGTON MOTORS, Ltd., offer:—

1946/7 Hillman Minx drop head coupe, grey/blue leather, excellent condition throughout; 650.—Fortune Green Rd., N.W.6. Ham. 2211. [8795

1937 Hillman Minx, blue, in exceptional condition; £285.
MAGDALEN MOTORS, 311, Trinity Rd., S.W.18. Bat. 5573. [8820

1949 Minx Magnificent, under 3,000 miles, black, as new; £895.
GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [8894

ESTATE car, 1948 (June) Hillman Minx Phase II, grey, 12,000 miles by one careful owner; £695.
R. C. WIMBUSH, Ltd., 312, Earls Court Rd., London, S.W.5. Flaxman 8401. [9118

1949 Hillman Minx Mark III saloon, in dove grey, one owner, small mileage, perfect; £850.
G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [8762

1939 Hillman Minx saloon, finished in black, in very excellent condition throughout; £365.
M.B. MOTORS, 336, New Cross Rd., London, S.E.4. Tideway 3779. [9009

1947 Hillman Minx saloon de luxe, black, fawn interior, 15,000 miles, full petrol, good tyres.
WALTON-ON-THAMES MOTOR Co., Ltd. Walton 200. [8730

HILLMAN 10

1939 Hillman Minx saloon, black, with leather upholstery, in excellent condition throughout; £345.
1938 Hillman Minx saloon, black, green leather upholstery, in very good order throughout; £285.
JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [9049

1939 Hillman Minx, very good condition.—Herbert & Mills, Ltd., 75, Gt. Portland St., W.1. Langham 3506-7. [5954

ALLERY & BERNARD, Ltd., offer 1947 model Hillman Minx sal., as new; £550.—372, King's Rd., S.W.3. Fla. 7345. [8650

1948 Hillman 10; 8,000 miles; as new. £725.—Carris Motors, Ltd., Lewisham Bridge, S.E.13. Lee Green 0254. [9271

1938 Hillman 10 drop head coupe, guaranteed; £290; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [9189

1949 Hillman Minx Phase III, 8,000 miles, spare unused; £835.—Stadium Autos, 178, New Barn St., E.13. Alb. 3366. [8424

1949 Hillman Minx, 7,000 miles, beige, immaculate; £865.—Scott Cars, 347, Finchley Rd., N.W.3. Ham. 7779 and 8676. [9056

1939 Hillman 10 de luxe saloon, excellent, guaranteed; £325; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [9192

HILLMAN Minx (Nov., 1933), good condition, good tyres, recently rebored, new battery, etc.; £150 or near offer.—Smith, Acorn 0183. [9213

5800 miles.—1949 (March) Hillman Phase III saloon (trade enquiries only please).—Ernest Sutton, Cleeve Hill, Cheltenham 95. [8952

1947 (July) Hillman Minx sunshine saloon, excellent condition, bargain.—Lionel H. Pugh, 13-14 Brook Mews, W.1. Mayfair 4433. [5454

1937 Hillman Minx saloon, black, very sound order; £265.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [8694

1949 Hillman Minx Phase III, black H.M.V. radio low mileage, specimen car; £850.—Steele Griffiths Camberwell, London, S.E.5. Rodney 2201-6. [8449

HILLMAN Minx Phase III, covenant expires end April, 8,500 miles, one owner; £850 or nearest offer.—Aviagents, Ltd., 8, Adam's Row, Carlos Place, London, W.1. [8666

1947 (Aug.) Hillman Minx drophead foursome coupe, 11,000 miles genuine, as new; £645; H.P., exchanges.—348, King Street, Hammersmith, Riv. 2837-8. [9104A

1948 Hillman 10 saloon, Phase II, black, indistinguishable from new, one owner; £695.—Wembley Court Motors, High Rd., Wembley. Arnold 5221. [4246

1948 Hillman Minx Phase II drop head coupe, steel gray low mileage exceptionally fine car; £735.—Steele Griffiths, Camberwell, London, S.E.5. Rodney 2201-6. [8450

£395.—Hillman 10 1940 4-dr. sln de luxe, exceptionally good mechanically, appearance as new; many others.
BENMOTORS, 1, Clarendon Rd., Holland Park, Park 5066-7. Open Mon. to Sat. 9-6. (50 yds Holland Park Tube.) [8536

1948 (Sept.) Hillman Minx saloon, Phase II, grey, 2,000 miles; £799.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [9100

1939 Hillman Minx saloon, in very good condition throughout; bargain price; £315.—R. E. P. Garages, Ltd., 302-6, King St., Hammersmith, W.6. Riverside 2881-2. [3767

1948 (Sept.) Hillman Minx drop head coupe, black, 8,000 miles, as new; £825.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185 [9101

1949 (Jan.) Hillman Minx magnificent saloon, black, best quality loose covers, extras, 6,000 miles genuine, as new; £875; H.P., exchanges.—348, King Street, Hammersmith, Riv. 2837-8. [9104

1948 Hillman 10hp, perfect condition, first registered August 1948, mileage 11,000, fitted H.M.V. radio, spot lamp, seat covers; £795.—H. Swinscoe, Smith St., Stockton/Tees. Tel. 66494. [9381

1939 Hillman Minx saloon de luxe, finished in maroon with red leather upholstery; £365; 3 months' written guarantee.—Tankard & Smith, Ltd., 97, Peckham Rd., S.E.15. Rodney 2051. [6966

1939 Hillman Minx, black with red upholstery, excellent showroom condition; £395; 3 months' written guarantee.—Tankard & Smith Ltd., 97 Peckham Rd., S.E.15. Rodney 2051. [8435

1949 (March) Phase III Minx saloon, indistinguishable from new radio, spare unused, taxed year; £865; choice of two.—R. S. Mead, 42 Queen St., Maidenhead. Tel. Maidenhead 2642. [5965

1946 Hillman Minx saloon, black, reconditioned engine, 6,000 miles; all leather upholstery; recommended.—Ferraris of Cricklewood, Ltd., 200-220, Cricklewood Broadway, N.W.2. Glad. 2234. [9168

1949 Phase III Minx saloon, green/beige upholstery, 7,500 miles only, faultless condition.—Highly recommended by H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [7801

725 gns.—Hillman Minx, June 1948, 10hp Phase 2 foursome drop head coupe, mist green, brown leather, column gearchange, H.M.V. radio, carefully used, exceptional condition, taxed; terms, exchanges.—Rowland Smith, below:—
595 gns.—Hillman Minx, April 1947, 10hp 4-door saloon, blue, sliding head, one owner, small mileage, carefully used, exceptional condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [9023

TANKARD & SMITH, Ltd., offer 1946 Hillman Minx drop head coupe, in blue with blue leather and grey hood, most carefully used car in first-class mechanical condition; £585; 3 months' written guarantee; also 900 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4801-2-3. [8594

HILLMAN 10

1948 Hillman Minx drophead coupé, navy blue body and upholstery; mileage 6,000, as new. Offers required.—18, Knighton Rise, Leicester. [8555

HILLMAN 14

SIMPSON'S MOTORS offer:—

HILLMAN 14, immaculate motor car; £425.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists). Wembley 3903. [9114

1946 registered Hillman 14 de luxe saloon, excellent condition, guaranteed; £485; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [9191

HILLMAN 21

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd.,

OFFER the following:—

1938 Hillman 21hp limousine, 34,000 miles, privately owned, beautiful condition; any trial or examination.—47, Sloane St., S.W.1. Tel. Sloane 9288. [4825

LIMOUSINE 1938 Deluxe Coachwork, partition, widest forward occasionals, leather throughout, black, exceptional. £745. Aipe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [8709

HILLMAN MISCELLANEOUS

PALMERS MOTORS offer:—

1938 Hillman 14 saloon, one owner; £295; also Hillman Minx; £275; exchanges and deferred terms.—53, York St., Twickenham. Popesgrove 7087. [9065

GLANFIELD LAWRENCE offers:—

1946 Hillman drop head coupe, black, very nice condition throughout; £575.
1948 Hillman saloon, registered 1949, black, exceptionally nice condition; £750.—407, High Rd., N.12. Finchley 0091. [9186

TANKARD & SMITH, Ltd., offer the choice of many Hillman Minx and 14hp saloons from their vast stock of over 200 used cars; all subject to 3 months' written guarantee.—198 King's Rd., S.W.3. Tel. Flax. 4801-3.

Hillman Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Hillman cars.—320, Euston Rd., N.W.1. Euston 1212. [0962

RSROWLAND SMITH'S, the Hillman buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

RROOTES, Ltd.,

DISTRIBUTORS,

REQUIRE modern low-mileage Hillman cars.

BIRMINGHAM.—Lower Temple St. (Central 8411.)

MANCHESTER.—129, Deansgate. (Blackfriars 6677.)

MAIDSTONE.—(Maidstone 3333.)

MCANTERBURY.—(Canterbury 3232.)

CROCHESTER.—(Chatham 2231.)

RWROTHAM Heath.—(Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0106

I REQUIRE post-war Hillman urgently.—30, Ryecroft Rd., S.W.16. Tulse Hill 1288. [9364

URGENTLY required, good pre-war Hillman.—Hatfield 154, Gt. Titchfield St., W.1. Langham 0012. [9134

WANTED Hillman Minx saloon or drop head coupe.—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441 [4813

CASH buyers of low mileage Hillman Minxes. Distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0792

BRITISH & COLONIAL MOTORS, Ltd., require good Hillman cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [8782

CHARLES RICKARDS, Ltd., wish to purchase good pre-war Hillman cars.—56, Bayswater Rd., W.2. Paddington 1820. [8577

ALBONS, of Barking, purchase for cash post-war Hillman cars.—105-7, Longbridge Rd., Barking. Tel. Rippleway 1285. [0439

BIRMINGHAM and Midlands.—Low-mileage Hillman modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0089

RAYMOND WAY, the hire-purchase specialists, are still buying Hillman, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [3128

NOTTINGHAMSHIRE Distributors, Humber, Hillman, always prepared to purchase first-class condition recent models. Hillman saloon and coupes.—R. Cripps & Co., Ltd., Parliament St., Nottingham. Tel. 44558. [0552

Hillman Spares and Service

NORMAND, Ltd.,

FIRST-CLASS mechanics and highly efficient supervision produce the best results.
NORMAND, Ltd., 405/9, King St., W.6. Riv. 3665. [0230

J. C. BRODIE, Ltd.

HILLMAN repair specialist (30 years); well-equipped works servicing, reboring and complete overhauls; spare parts stocked.—79-91, New King's Rd., Fulham, S.W.6. Renown 1183. [0676

FOR Hillman 1936-46 mudguards, running boards.—Brooks, 85, Queens Rd., Brighton. [0387

CARRIS MOTORS for Hillman spares and service.—Lewisham Bridge, S.E.13. Lee Green 0254 [0720

Hillman Spares and Service

CROYDON'S Hillman spares specialists.—Manton Motors. Ltd., 23-27 and 37-39 Shirley Rd., Croydon. Addiscombe 6051-4. [0517

ENGINES, gear boxes, diffs. reconditioned exchange units, 1934-48, trade or retail.—Galway Services, Ltd., Domestic St., Leeds, 11. Tel. 25690. [0344

Hispano-Suiza Spares and Service

HISPANO spares and all repairs.—G. Briand, 47, Tamworth Rd., Croydon. Cro. 1742. [9892

HOTCHKISS

HAROLD RADFORD & Co., Ltd.,

SOLE concessionaires.

1949 3½-litre Hotchkiss Motor Show model, 4-door saloon, standard gear box, single carburettor, one owner recently passed by the Manufacturers, mileage 11,000, maroon with cloth upholstery; in first-class condition throughout.

SALES and service.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [5696

CHARLES RICKARDS, Ltd., the house of standing and repute.

1939 Hotchkiss 10hp 4-seater cabriolet, finished metallic blue, very attractive car; £450.

56 Bayswater Rd., W.2 (next door to Lancaster Gate Tube Station) Tel. Paddington 1830. [8574

HOTCHKISS.—An exceptionally fine G/S fixed head coupé, specially prepared for 1949 International Alpine, and coach painted. £750.—Clive-Smith, 31-33, High Holborn, W.C.1. Hol. 1507. [8544

Hotchkiss Spares and Service

HOTCHKISS spares and service.—Harold Radford & Co., Ltd., sole concessionaires for Great Britain and Northern Ireland. Spare parts and service for Hotchkiss cars available at Melton Court, South Kensington (Tel. Kensington 6642, 5 lines). [0513

H.R.G.

HAROLD RADFORD & Co., Ltd.,

SOLE distributors for London and Home Counties, offer:—

NEW and unused H.R.G. cars available for immediate delivery.

1947 H.R.G. Aerodynamic 1500 sports 2-seater with 1948 modifications, 16,000 miles, unused since passed out of manufacturers' works.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [3109

H.R.G. Spares and Service

CHARLES FOLLETT, Ltd., have a large stock of spares.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

SPARE parts.

SERVICE: 12, Wellesley Ave., W.6. Riv. 1413. [8369

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DICKS CAR SALES offer.—

1939 Hudson 22hp drop head foursome coupe, definitely unmarked, latest gear change; £475.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn. Maida Vale 6888-9. [8123

£695.—1938 27hp Pullman limousine, face forward seats, etc.—Lawton Goodman, 36, North Audley St., W.1. [8728

CASS'S MOTOR MART.—1939 Hudson 8 saloon, black, just overhauled by makers written guarantee.—5, Warren St., W.1. Euston 4110 [8173

£425.—1939 Hudson 21.6hp f.h. coupe, heater, spot lamps, immaculate condition.—Astin, 6, Stephenson St., Burnley. Tel. 2229. [9204

Hudson Cars Wanted

URGENTLY required, good pre-war Hudson 17.—Hatfield, 154, Gt. Titchfield St., W.1. Langham 0012. [9136

Hudson Spares and Service

SPIKINS (TWICKENHAM) Ltd the Hudson distributors for Hudson reconditioned engines, spares and service, quote chassis number.—83-101, Heath Rd., Twickenham. Tel. Popesgrove 1035-6-7 Telegrams: Spikins Twickenham [0568

HUMBER

CAR MART, Ltd.

HUMBER Hawk saloon, 1948, radio, 15,000 miles; £1,025.

HUMBER Super Snipe 1949 saloon, 5,000 miles; £1,595.

HUMBER Pullman 1948 7-seater limousine, 19,000 miles; £1,495.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434 [8859

DICKS CAR SALES offer:—

1939 Humber Super Snipe razor-edge saloon, as new; £495.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn. Maida Vale 6888-9. [4235

WIMBUSH for good Humbers.

1948 (April) Humber Hawk saloon, colour black, 11,000 miles one careful owner; extras include radio heater and Rimbellishers, taxed year; £995.

1948 (July) Humber Hawk, similar to above, 14,000 miles; £965.

1947 Humber Hawk, black, one owner car, 15,000 miles; £900.

R. C. WIMBUSH, Ltd., 312, Earls Court Rd., London, S.W.5. Flaxman 8401. [8512

GLANFIELD LAWRENCE offers:—

1939 Humber Imperial, 1949 condition; £675.—407, High Rd., N.12. Finchley 0091. [9187

WARWICK WRIGHT, Ltd., offer:—

1949 Humber Super Snipe 27hp saloon, steel grey, grey leather, 9,000 miles; £1,550.

1949 Humber Super Snipe 27hp saloon, silver green, buff leather 8,000 miles; £1,550.

1949 Humber Super Snipe 27hp saloon, black, beige leather, 12,000 miles; £1,495.

1948 Humber Hawk 14hp saloon, silver green, fawn cloth, 7,000 miles; £1,145.

1948 Humber Hawk 14hp saloon, gunmetal grey, grey cloth, 11,000 miles; £1,095.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761 [9283

HUMBER

THE Humber Specialists for all spares. See advert. under parts and accessories. [8847

CAMPBELL SYMONDS, Wembley 6262, offer the following 3 Humber Super Snipes:—

1947 (August) Pullman limousine, 10,000 miles, as brand new throughout; best offer over £1,500.

1946 saloon, dark blue, with radio, 20,000 miles, guaranteed; £775.

1937 sedanca de ville, 6-str., leather front, cloth rear, with division, laid up since 1939, total mileage 41,000, body design similar to post-war, guaranteed practically as new throughout, ideal hire car, bargain £795 [5446

HUMBER 16, Humber 23, suitable private hire cars offers to.—White Lodge Garage, Sunbury-on-Thames. Tel 15. [8610

1936 Humber 12 drop head coupe, recellulosed, nice order; £300.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [8695

£199.—1935 model Humber 16 de luxe saloon, one private owner, excellent runner, original cellulose, exceptional condition throughout.

DRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [9320

1947 Humber Pullman limousine, 18,000 miles; £1,295.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [8785

1948 Humber Pullman 7-passenger limousine, one private owner; £1,550.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. 4371. [8802

GORDON CARS (LONDON), Ltd.—1949 Humber Super Snipe saloon, green/fawn leather, 6,000 miles.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [8738

1937 27hp Humber limousine de ville 7-s. with division, excellent hire car, one owner, reconditioned; £500 or near offer.—Tel. Battersea 2193. [9338

HUMBER Snipe, 1948, immaculate condition; 1935/25hp Wolseley saloon, excellent condition.—The Hazlemere Motor Co (W.A.), Ltd. Tel. Nos. Waltham Cross 2275-6-7. [5523

HUMBER Snipe 18hp 1948 model, 13,000 miles, one careful owner; exchanges or deferred terms; £895.—Epps Bros., The Larches, Green-Street-Green. Tel. Farnborough, Kent, 2244. [9058

1947 (Nov.) Humber Hawk 14hp, 5,000 miles only, indistinguishable from new, immaculate black cellulose, interior beautifully upholstered and unmarked, a perfect specimen; £925.

CARR BROS. GARAGES, Ltd., Purley. Uplands 4811/2/3. [8840

HUMBER Super Snipe de luxe saloon, first registered Dec., 1948, finished in black with brown leather upholstery, fitted heater and radio, genuine mileage 4,400, in perfect condition throughout.

ARTHUR MULLINER, Ltd., Bridge St., Northampton. Tel. 907. [8732

HUMBER Super Snipe saloon, finished black with brown leather and cloth upholstery; small mileage; first registered November, 1947; £850.—Jack Olding, Ltd., North Audley St., W.1. Mayfair 5242. [9387

1948 (July) Humber Super Snipe saloon, metallic grey, hide upholstery, loose covers, radio, in exceptional condition, 15,000 miles; £1,125.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [8586

£385.—1939 Humber 17 saloon, black, brown leather, engine just reconditioned throughout, particularly attractive condition; terms, exchanges.—Birkett Motors Ltd., 326, Romford Rd., Forest Gate. Maryland 2534. [8019

1948 Humber Hawk, gunmetal grey, Regency loose covers fitted, 13,000 miles, in superb condition; £975; terms and exchanges.—Universal Car Distributors (London), Ltd., 331-333, High Rd., Chiswick, London, W.4. Chiswick 1919. [8570

1936 Humber 27hp Imperial 4-light, 4-door de luxe saloon, special body, this car is mechanically sound, coachwork very good, ideal for touring or towing caravans; £275.—Collonis Car Sales, Ltd., 292-308, Lanark Rd., W.9. Tel. Maida Vale 5134, 7833, 3468. [5937

195gns.—Humber Pullman 1932 24hp 7-passenger double-enclosed limousine, black, blue leather, winding partition, face-forward occasionals, carefully used, very good condition; terms, exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [9047

LIMOUSINE 1939 Double Enclosed, forward occasionals, black delightful condition. £895.

LIMOUSINE 1937, partition, 7-seater, leather throughout, privately owned, black. £535.

LIMOUSINE 1948 Pullman, double enclosed, 7-forward, genuine 13,000, spotless condition, black, reasonable cost. Seen:—Alpe & Saunders, Providence Court, Grosvenor Square, Mayfair-2941. [8706

Humber Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Humber cars.—150, Park Lane, W.1. Grosvenor 3434. [0963

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ROOTES, Ltd.,

DISTRIBUTORS.

REQUIRE modern low-mileage Humber cars.

BIRMINGHAM.—Lower Temple St. (Central 6411.)

MANCHESTER.—129, Deansgate. (Blackfriars 6677.)

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 3232.)

ROCHESTER.—(Chatham 2231.)

WROTHAM Heath.—(Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0106

CASH immediately for good Humber.—H. F. Edwards, 28, Upper High St., Epsom 9400. [9138

Humber Cars Wanted

ROWLAND SMITH'S, the Humber buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0942

POST-WAR Humber required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488 [0844

CASH buyers of low mileage Humber Hawks. Distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0793

BRITISH & COLONIAL MOTORS, Ltd., require good Humber cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [8781

R. C. WIMBUSH, Ltd., wish to purchase good Humber Hawks.—312, Earl's Court Rd., S.W.5. Fremantle 8401/2. [8040

7-seater limousines, low mileage, 1947/1948, also 1935 24hp, also 27hp privately owned 1937/38/39.—Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [8723

BIRMINGHAM and Midlands.—Low-mileage Humber modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0086

CRIPPS, of Nottingham, urgently require all types of Humber cars, recent models, send full particulars.—R. Cripps & Co., Ltd., The Humber Distributors, Parliament St., Nottingham. Tel. 44558. [0553

Humber Spares and Service

DE NORMANVILLE gear box overhauls; spare parts supplied; recommended specialists.—H. & A. Engineering, 35, Grant Rd., Addiscombe, Croydon, Surrey. [0780

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HENLYS, Ltd.,

ENGLAND'S Largest Jaguar Distributors.

SELECTION of all models at attractive prices.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287).

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DEPOTS at:—

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STREATHAM (Streatham 7751).

HOUNSLOW (Hounslow 3454).

FINCHLEY (Finchley 0081).

GREAT WEST Rd. (Ealing 3477). Official Jaguar Service Station.

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS Ltd., England's Leading Motor Agents. [0027

PHILIP RICKARDS offer:—

1948 Jaguar 1½-litre saloon, special equipment, radio, discs, 7,000 miles.—4, Brick St., Park Lane, London, W.1. Gros. 4772-3. [8906

DICKS CAR SALES offer.—

1937 Jaguar 12hp sports saloon, one owner since new, original receipt can be produced, genuine offer; £345.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn. Maida Vale 6888-9. [8124

TOM GARNER, Ltd., offer:—

1947 Jaguar 3½-litre saloon, black with brown leather, 15,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [8598

HAROLD RADFORD & Co., Ltd.

1947 (Feb.) Jaguar 3½-litre saloon, finished in black with brown leather upholstery, one owner, 4 new tyres, spare unused, heater and demister, 19,000 miles, in first-class condition throughout.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [8227

H. A. SAUNDERS, Ltd., offer:—

1948 Jaguar 1½-litre special equipment saloon, black, fitted radio and discs, completely immaculate; £1,175.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner), Hillside 0024. [9399

WANSTEAD MOTORS, Ltd., offer:—

1949 (March) 3½-litre Jaguar, 8,000 miles; £1,275.

WANSTEAD MOTORS, Ltd., Cambridge Park, E.11. Wanstead 1000. [8932

JAMES SIMPSON (SALES) offer:—

1937 Jaguar 2½-litre, fitted radio, in exceptionally good condition; £550.

JAMES SIMPSON (T.C. MOTORS, Ltd.), 244, Brompton Rd., S.W.3 Ken. 3315. [9303

COOMBS & SONS (GUILDFORD), Ltd.,

OFFER:—

1947 Jaguar 1½-litre saloon, special equipment, Radiomobile, 12,000 miles, a really good car.

WE welcome any inspection.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [5698

1948 3½-litre Jaguar drop head coupe, fitted radio (H.M.V.); £1,200.

SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13. Tel. Pal. Grn. 1205-7173. [8699

BEARTS of Kingston, Jaguar specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 3348.

JAGUAR

GORDON CARS (LONDON), Ltd.—1949 Jaguar 3½-litre saloon, black/brown leather, 8,000 miles.—Below.

GORDON CARS (LONDON), Ltd.—1947 Jaguar 1½-litre S.E. saloon, black/fawn leather, excellent order.—Below.

GORDON CARS (LONDON), Ltd.—1947 Jaguar 1½-litre saloon, grey/grey leather, 10,000 miles, as new.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [8740

1946 (November) 3½ Jaguar black saloon, 16,000 miles, excellent condition throughout; £875.—Box 3647. [7638

3½-litre Jaguar saloon, finished black; first registered May, 1946; £750.—Jack Olding, Ltd., North Audley Street, W.1. [9388

1948 (late) 3½-litre Jaguar saloon, radio, etc., perfect.—Colin Haines, Ltd., 30a, Bourdon St., W.1. Mayfair 2338. [8665

1948 Jaguar 3½-litre drop head coupe, 7,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane W.C.2. Tem. 3588. [8788

1949 1½-litre Jaguar S.E. saloon, 5,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [8789

1946 Jaguar 3½-litre sln., black, red leather, 21,000 miles; £665.—Kirkwood Cars, 78, Streatham Hill, S.W.2. Tulse Hill 1288-9. [9368

5000 miles.—1948 Jaguar 2½-litre saloon, stone, green leather, radio (trade enquiries only please).—Ernest Sutton, Cleeve Hill, Cheltenham 95. [8957

1948 (model) Jaguar 1½-litre special equipment saloon, grey, 15,000 miles, beautifully maintained, £1,050.—Robbins, East Putney. Tel. 4581. [5069

1941 registered Jaguar 1½-litre drop head coupe, in beautiful condition, pale green, fitted radio; £450.—Ruthers Garage, Eastern Ave., Romford 2552. [8387

6000 miles only; 1948 Jaguar 1½-litre, S.E. model, Radiomobile and heater, black with brown leather; £1,125.—Emlyn Garage, Newcastle-Emlyn. Tel. 245. [7842

1939 1½-litre Jaguar sports saloon, excellent condition, fitted radio; £395; terms, exchanges.—Tulse Hill Motors, Ltd., 26, Tulse Hill, S.W.2. Tulse Hill 7106. [7622

8000 miles.—1949 (Nov., '48) Jaguar 1½-litre saloon, grey, red leather, radio, discs (trade enquiries only please).—Ernest Sutton, Cleeve Hill, Cheltenham 95. [8956

WALTER SCOTT, Ltd.—1937 Jaguar 2½-litre saloon, black, discs, condition easily £200 above average; £395.—39, College Crescent, Swiss Cottage, N.W.3. Primrose 5914. [8947

1946 Jaguar 1½-litre, black/red leather, radio, excellent condition throughout; £785.—Peter Bantock Car Sales, 104, High Rd., Chiswick, W.4. Chiswick 2725-5670.

1939 registered 1940, black 2½-litre Jaguar saloon, just overhauled for £130, radio, coachwork immaculate, taxed; £575 or exchange smaller car.—Box 3891. [9348

3½-litre saloon, 1947, low mileage, black/fawn upholstery, radio, faultless condition; £1,095.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [7802

1939 Jaguar 3½-litre saloon, in outstanding condition throughout, total mileage under 20,000, 1 private owner; £545.—L. T. W. Clarke, 73, Cadogan Lane, W.1. Tel. Slo. 4727. [7879

1949 Jaguar 3½-litre saloon, black, fitted ace discs as new throughout, one owner, bargain; £1,150.—Wembley Court Motors, High Rd., Wembley. Tel. Arnold 5221. [9089

1948 Jaguar 1½-litre special equipment saloon, fitted Ace discs, cream and red, exceptionally smart appearance, bargain; £1,050.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [8156

1947 (May) Jaguar 1½-litre saloon, black, special equipment, other extras, indistinguishable from new, 16,000 miles genuine; £885; H.P., exchanges.—348, King Street, Hammersmith. Riv. 2837-8. [9107

1947 Jaguar 3½-litre saloon (registered 1950), finished attractive gunmetal grey with red leather upholstery, 13,000 miles only, fitted heater and defroster, as new throughout; trade enquiries welcomed. MOTOURISTS (LONDON), Ltd., Great North Rd., N. Finchley Station, N.2. Tudor 2301-2. [9158

1949 1½-litre Jaguar, special equipment model, 10,000 miles only, immaculate throughout.—Paramount Motors, 114, Tottenham Court Rd., W.1. Euston 7503, 2334, 3526. Works and Service Station: Mare St., Hackney, E.8. [9294

395 gns.—Jaguar, 1939 model, 2½-litre 4-door saloon, black, sliding head, red leather, good tyres, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [9024

3½ Jaguar black and beige leather saloon, 16 months' use by fastidious owner, Ace discs, loose covers, radio, heater, oil coil, Fram, etc., 23.7mpg, 96mph guaranteed; offered at list price with reduction of £5 for each and any blemish found.—Allen, 241, Trussley Rd., London, W.6. Riv. 3328. [9202

1948 (Nov.) Jaguar 1½-litre saloon, S.E. model, grey, red leather, radio and discs, one owner, 8,000 mls., £1,100; 1947 (Dec.) Jaguar 2½-litre saloon, stone, green leather, radio, guaranteed 5,000 mls.; £1,125.—Gibsons Sports Cars (Xchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 912. [7971

£385.—1939 (Feb.) 1½-litre Jaguar drop head, two careful owners since new, mechanically faultless, having been recently reconditioned, 60lb oil pressure hot, very fast and impressive vehicle, coachwork and interior original and in very good order throughout; no additional outlay required, A.A. or R.A.C. examination welcomed; terms, exchanges. COACHCRAFT, Elm Rd., Evesham. Tel. 6539. [8970

Jaguar Cars Wanted

ROWLAND SMITH'S, the Jaguar buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0943

Jaguar Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Jaguar cars.—320, Euston Rd., N.W.1. Euston 1212. [0964

HENLYS, Ltd.,

ENGLAND'S Largest Jaguar Distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287).

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

GREAT West Road (Ealing 3477). Official Jaguar Service Station.

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

MANCHESTER, 1-5, Peter St. (Blackfriars 7843).

HENLYS, Ltd., England's Leading Motor Agents. [0028

JAGUAR cars wanted.

SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13, main dealers, urgently require modern Jaguar cars. Tels. Palmers Green 1205/7173. [8700

COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY wanted good condition post-war Jaguar cars; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [6139

GATEHOUSE MOTORS are regular buyers of good clean Jaguar cars.

GATEHOUSE MOTORS, Ltd., Highgate Village, London, N.6. Mountview 4444. [8941

MARSTON MOTOR Co., Ltd., for your Jaguar.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham N.15

CASH buyers of low-mileage 1½-litre Jaguars; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0794

J. R. INWARDS, Ltd., main dealers for West Middlesex, are anxious to buy Jaguar cars.—High St., Ruislip 3053/4/5. [0899

URGENTLY wanted for client, low mileage Jaguar 1½-litre saloon.—S. Morris & Co., 29-31, Edgware Rd., London, W.2. Tel. Pad. 3075-6. [1945

URGENTLY wanted, good condition Jaguar cars.—Brown's Garage, 3 minutes Loughton Tube Station, 199, High Rd., Loughton, Essex. Loughton 4119. [2440

URGENTLY required, all models Jaguar cars in really good condition.—Beardmore Service, Ltd., 26, Queensway, Hyde Park, London, W.2. Bayswater 0136-7-8. [1038

CAMDEN MOTORS require to purchase Jaguar 1½-, 2½- and 3½-litre saloons and drop heads in good clean condition, 1938-40 and post-war; write, call or 'phone, stating price required.

CAMDEN MOTORS, Ltd., the best Jaguar buyers, 2 Lake St. Leighton Buzzard, Beds. Tel. 2381 and 3115. [7921

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HENLYS, Ltd.,

ENGLAND'S Largest Jaguar Service Station,

GREAT WEST ROAD, Brentford (Ealing 3477).

SPARES and replacement engines for all models.

AND at Manchester, Cheetham Hill Rd. Deansgate 6216/7.

QUICK completion of repairs. [0563

SAUL & SLATTER, Ltd., main dealers.

FULL stock of spares, Jaguar repair and maintenance. Service station: Green Lanes, Palmers Green, N.13. Tel. Pal. Grn. 1205/7173. [8701

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WEMBLEY COURT MOTORS SERVICE STATION.—Comprehensive range of all Jaguar spares in stock; specialised service and maintenance for Jaguar cars.—Wembley Court Motors Service Station, Forty Avenue, Wembley. Arnold 1154-5. [4105

JEEP

JEEPS.

24-HOUR service, Britain's leading Jeep specialists, full range of spares in stock, rebuilt Jeeps; detachable van and utility bodies from £55; spares despatched same day.

EXPORT.—Orders and enquiries invited by our export sales division.

MOORCRAFT GARAGES, Station Approach, Gunnersbury, W.4. Chiswick 3013. [0214

JEEPS!—Special long chassis Jeep Utility, far above average condition.—Autowork, Ltd., Winchester. Tel. Winchester 4834. [9675

1945 Jeeps, all types, perfect Jeep trailers, spares, amphibious Jeeps.—Davies & Groves, 1-5, Dorset Close, N.W.1. Padd. 8345. (Established over 100 years.) [2901

METAMET, only firm offering 12 attractive Jeep conversions for business and pleasure, 6 months' guarantee, over 20mpg; optional commercial registration.—100b, Belsize Lane, N.W.3. [0535

JEEP.—Ideal for smallholder, caravanning, etc., first registered April, 1949; Ford, overhauled, standard body, hood and upholstered seats, excellent condition, 20-24mpg, genuine 7,000 miles, taxed and insured; £195; seen Woking area.—Box 3894. [9370

UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd.—Jeeps and Jeep spare parts, home and export, all spares stocked, exchange plan engine, gear box, water pump, etc.; new hoods, gasket sets, brake linings, etc., etc.—351-353, High Rd., Chiswick, London, W.4. Chiswick 1919. [0085

245 gns.—Jeep (Willys), reg. 1947, repainted black, hood and side-screens, spare wheel, good tyres, excellent condition; genuine Jeep trailers available; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041 [9025

JEEP

JEEPS.—Autowork, Ltd., of Winchester, England's largest stockists of Jeeps and trailers; tremendous quantities of new and used spares; literally everything in stock. Tel. Winchester 4834. [8676

Jeeps Wanted

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Jeep Spares and Service

AUTOWORK, Ltd., of Winchester, the largest Jeep stockists for all spares and service. Tel. Winchester 4834. [8677

METAMET for all Jeeps, spares; exchange unit service; expert Jeep repairs; to order spares 'phone Hampstead 8231.—100d, Belsize Lane, N.W.3. [0539

100% Jeep specialists; the only make of vehicle we sell and service; spares our speciality; large orders quoted for ordinary spares service by return; commercial petrol conversions; Amphibious Jeeps; we give service.—Wick Autos, the Jeep People, 15, St John's Rd., Hampton Wick, Kingston-on-Thames. (Tel. 4718.) [0366

JENSEN

3½-litre Jensen saloon for sale, registered December, 1936, black, splendid condition; seen London or South Wales.—Apply George Williams, Christie-Tyler, Ltd., Trading Estate, Bridgend, Glamorgan. [7777

1946 Jensen saloon, dark cream with brown leather upholstery, first registered March 30th, 1946, one owner, straight eight Nash engine, 52hp, overdrive, wireless, whole car in perfect condition, serviced by Jensen Motors, Ltd.; £1,100.—Hermon Bradley, Albion Works, Bilston, Staffs. Tel. Bilston 41261. [8624

JOWETT

HMB

BENTLEY & Partners.

JAVELIN and Jupiter main agents.

10400 miles only, 1949 (January) saloon, in leaf green with red leather interior, first-class condition, 550×16 tyres; £955.

THIS car has been passed by our service department and is guaranteed by us for six months.—Sackville House, 40, Piccadilly, W.1. Sloane 3094. [8364

NEWNHAMS, Ltd.

1948 Jowett van, small mileage, carefully used; £450.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [7580

TOM GARNER, Ltd., offer:—

1949 Jowett Javelin saloon, turquoise with beige leather, heater, 9,000 miles.

TOM GARNER Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [8599

WARWICK WRIGHT, Ltd., offer:—

1949 Jowett Javelin 1½-litre saloon, suede green, buff leather, 6,000 miles; £1,035.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [9288

1948 Javelin de luxe, black, red leather, 10,000 miles, exceptional condition; £885.—Lee & Trigg, Ltd. Esher 1234. [9356

7000 miles, Javelin de luxe, April, 1949, golden sand, spare wheel unused, one owner driver, taxed year; £920.—Byrne, Gosberton. (Tel. 278.) [9242

1949 Jowett Javelin saloon, black with red leather, heater, radio, excellent condition; £875.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404.) [8797

COOTER & GREEN, Jowett main agents for Beckenham, Bromley and district; Javelin sales and service.—Eden Park Garage, 485, Upper Elmers End Rd., Beckenham, Kent. Tel. Beckenham 2565. [0302

95 gns.—Jowett, 1929, 7hp 4-door saloon, black, good tyres, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [9026

Jowett Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Jowett cars.—150, Park Lane, W.1. Grosvenor 3434. [0715

ROWLAND SMITH'S, the Jowett buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0945

RAYMOND WAY, the hire-purchase specialists, are still buying Jowett, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5130

Jowett Spares and Service

NEWNHAMS, Ltd.,

JAVELIN and Bradford main agents, spares and service specialists.—Newnham House, 235-9, Hammersmith Rd., W.6. Riv. 4646. [0415

JOWETT-BRADFORD.—For quick repairs or any spares try Bunting's Jowett Agency, Harrow 1908.

MILESTONES (SERVICE GARAGE), Ltd., main agents Jowett Javelin, Bradford vans and trucks. LARGEST stock spares in Southern England, immediate despatch, trade or private.—Tel. Erith 2469, 2629. 308, Erith Rd., Bexleyheath. [0571

CROYDON.—Godfreys, Ltd., for full Jowett service and comprehensive range of spares. 228-234, London Rd., Croydon Cro. 3641. [0463

FOR full Jowett service and comprehensive range of spares.—Moon's Motors, Ltd., Dorset House, Marylebone Rd., N.W.1. (Welbeck 7988.) [9247

KINGSTON-ON-THAMES main agents for Jowett Javelin and Bradford vans; spares and service.—G. W. Wilkin, Ltd., 1, Weston Park, and 84, Eden St., Kingston 2241-2. [6616

A. V. MOTORS, Ltd., Park Rd., Teddington, Middlesex. Tel. Kingston 0710. The Jowett specialists and main agents; over 22 years' Jowett experience; spares and service [0759

KAISER FRAZER

1949 model Kaiser 4-door saloon, fitted radio, spot lamps, etc., mileage 860 only, a unique opportunity to secure an American car in new condition. DON EVERALL, Ltd., Cleveland Road, Wolverhampton. Tel. 23212 [7182

LAGONDA

BROOKLANDS,

LAGONDA distributors for London,

OFFER:—

1940 series 12-cylinder short-chassis special 4-carburettor engined drop head 4-seater coupe by James Young; this car is at the moment being completely reconditioned by Lagonda, Ltd., and will be available in one month's time, when it will be as new.

DETAILS and catalogues available for new models.

103, New Bond St., W.1. Tel. Mayfair 8351-6. [8914

DAVIES MOTORS offer:—

12-cylinder drop head coupe, body Thrupp & Maberly, L.G. 6 saloon, engine overhauled, etc.; 1937 coupe 1680 tourer, in magnificent condition.—273, London Rd., Staines. Tel. 3457-8. [0287

DICKS CAR SALES offer.—

1935 Lagonda 4½-litre drop head coupe, body by Freestone & Webb, numerous extras; £495.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn, Maida Vale 6888-9. [8125

GUY SALMON AUTOMOBILES.

HAVE on view the superb new Lagonda saloon and coupe, reasonable delivery; may we quote you on your present car?—Portsmouth Rd., Thames Ditton, Emberbrook 4343, 4227 and 4373. [8415

HAROLD RADFORD & Co., Ltd.

OFFICIALLY appointed Lagonda retailers.

SALES and service at Melton Court, South Kensington, London, S.W.7. Kensington 6642 (5 lines). [0264

ACLAND & TABOR, Ltd., offer:—

1940 Lagonda V.12 foursome d/h coupe, low mileage, overhauled throughout, available in about 3 weeks; £1,250.

APPLY North Road Garage, Welwyn. Tel. Welwyn 481 [8681

£450.—Lagonda 4½-litre sports tourer 1934, mileage 23,000, immaculate condition, colour grey and green.—Box 3839. [8615

1928 2-litre Lagonda saloon, new battery, four new tyres; offers around £185.—Whelan, Donum, Northway, Felpham, Sussex. [8609

16-80 saloon, £200 overhaul in past year, just completed running in, 20mpg, taxed, all 1950 petrol; £325 or offer for quick sale.—Box 3750. [8377

LAGONDA 4½-litre grey pillarless saloon, in splendid all-round condition, guaranteed; H.P. terms arranged.—K. Henry, Ltd., 63-65, Great Portland St., W.1. Langham 3635 and 3954. [8973

16/80 Lagonda black Vanden Plas sports 2-seater; barely run-in after re-bore .030 o/s; crank ground, new camshaft and oil pump; good tyres, batteries, hood; 23mpg; 1933 model, only two owners. £225.—Lees-Milne, Park Cottage, Shaw, Tel. 7385 Lancs. [8561

395 gns.—Lagonda Rapide, 1935 (reg. 1936), 4½-litre pillarless sports saloon, black, sliding head, brown leather, new Dunlop tyres, Wind-tone horns, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [9027

Lagonda Cars Wanted

CASH immediately for good Lagonda.—H. F. Edwards, 28, Upper High St., Epsom 9400. [9139

LAGONDA Rapier d.h. coupe.—Write Wilson, Flat 3, 1, Hornton St., London, W.8. [9344

ROWLAND SMITH'S, the Lagonda buyers.—Hampstead High St. (Hampstead Tube). Ham 6041. [0946

LAGONDA cars.—A limited number of home-sale orders now acceptable; used models always wanted.—Lagonda House, 7-9, Russell Parade, N.W.11. Speedwell 0011 (ten lines). [0258

Lagonda Spares and Service

LAGONDA owners are advised to contact the manufacturers for service, overhauls and spares for the 4½-litre and V.12 models; service engines in stock.

LAGONDA, Ltd., Service Department, Victoria Rd., Feltham, Middlesex. Tel. Feltham 2291. [0908

DAVIES MOTORS, Ltd. (managing director J. E. Davies, 20 years' service manager to Lagonda, Ltd.), are concentrating on the servicing and rejuvenation of pre-war Lagondas; we have revolutionised the ride of all pre-independent models; details upon request.—273, London Rd., Staines. Tel. 3457-8 or (private) Walton 1562.

WE are open on Saturday mornings when prospective customers will be welcomed at the works. [0217

LANCHESTER

CAR MART, Ltd.

LONDON Distributors.

LANCHESTER 14 1938 Roadrider saloon, 6 months' guarantee; £595.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434 [8860

GUY SALMON AUTOMOBILES offer:—

1940 (model) Lanchester 20 sports saloon, completely refitted at a cost of over £200, an outstanding quality pre-war car with £10 tax; £595.—Portsmouth Rd., Thames Ditton, Emberbrook 4343. [7389

265 gns.—Lanchester 11, 1937, de luxe 4-door saloon, black, sliding head, brown leather, pre-selector, very good condition; terms, exchanges.—Rowland Smith, below.

145 gns.—Lanchester 10, 1935 5-6-seater utility van, wood framed body, glass all round, removable rear seating; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [9028

£95.—Lanchester 18 long chassis saloon, 1934, bodywork and interior original and extremely clean, £103 recently spent on mechanical reconditioning which included: complete strip-out, new battery, new tyres all round, etc.; the whole car is in uncommonly good order throughout and would be ideal for immediate taxi service or use as family car; arrival of new car sole reason for sale.

COACHCRAFT, Elm Rd., Evesham. Tel. 6539. [8972

LANCHESTER

£165!—1934 Lanchester 10 sports 4-light saloon, equal condition to any 1939, 45,000 miles only, fully guaranteed; also 1936/7 12/6 saloon, £250.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [8662

Lanchester Cars Wanted

C M

THE CAR MART, Ltd., London distributors, wish to purchase Lanchester cars.—150, Park Lane, W.1. Grosvenor 3434. [0965

ROWLAND SMITH'S, the Lanchester buyers.—Hampstead High St. (Hampstead Tube). Ham 6041. [0947

CASH buyers of low-mileage Lanchester 10s; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0795

BRITISH & COLONIAL MOTORS, Ltd., require good Lanchester cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [8760

LONDON CARS require several good 10-14hp pre-war Lanchesters.—Full particulars to 592-6, Greenford Rd., Greenford, Middx. Waxlow 2643. [8356

Lanchester Spares and Service

ARCOT MOTORS, Ltd.

ARCOT MOTORS, Ltd.—Preselector gear boxes; exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0237

CROYDON.—Donald Vince & Co., Ltd., Daimler and Lanchester; specialists for sales and service, Kidderminster Rd., Croydon 5775. [0689

SPECIALISED Lanchester gear box service, all types, quick deliveries, guaranteed work; spare parts supplied.—H. & A. Engineering, 35, Grant Rd., Croydon, Surrey. Addiscombe 2931. [0146

LANCIA

JOHN S. TRUSCOTT, Ltd., usually have Lancia Aprilia cars, only first-class examples are offered; full details on request.—173, Westbourne Grove, W.11. Bays. 4274. [8750

ARDEA Lancia 1948 reg., believed only model in country, 903cc, a miniature Aprilia in perfect condition, latest Lucas chrome wind tones and spotlight, Vertik economiser, latest zenith, 40 mpg, 70 mph, amazing road holding and performance, taxed, £695.—Derrington, 159, London Rd., Kingston 5621/2. [9275

Lancia Cars Wanted

LANCIA Aprilia wanted, any year.—T. P. Breen, High Rd., N.20. Tel. Hillside 2393. [0343

CASH immediately for good Lancia.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [9130

JOHN S. TRUSCOTT, Ltd., urgently require first-class Lancias.—173, Westbourne Grove, W.11. Bays. 4274. [8754

KEVILL, DAVIES & MARCH, Ltd., will buy second-hand Lancia Aprilias.—41-42, Hays Mews, Berkeley Sq., W.1. Gros. 2563. [0508

LANCIA Aprilia latest models wanted.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874/5. [0077

Lancia Spares and Service

LANCIA (ENGLAND), Ltd., Ealing Rd., Alperton Wembley (Perivale 5656).—Factory guaranteed spares and repairs; 40-hour service for reconditioned components, engines, dynamos, starters, etc., etc.

LEA-FRANCIS

CHARLES FOLLETT, Ltd., sole distributors London and Home Counties, offer:—

1949 Lea-Francis utility, 10,000 miles, 1 owner, heater, carefully maintained, a very smart and useful vehicle; £950.

18, Berkeley St., W.1. May. 6266.

OFFICIAL Lea-Francis London Service Station, 12, Wellesley Ave., W.6. Riv. 1413. [8962

7000 miles.—1949 (April) Lea-Francis sports roadster, maroon (trade enquiries only please).—Ernest Sutton, Cleeve Hill, Cheltenham 95. [8958

Lea-Francis Cars Wanted

CHARLES FOLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

OFFICIAL Lea-Francis London Service Station, Works and Stores:—

12, Wellesley Ave., W.6. Riv. 1413. [8983

Lea-Francis Spares and Service

LEA-FRANCIS CARS, Ltd.

SPARES and service for all models from the manufacturers.—Head Office and Works, Much Park St., Coventry. Tel. 60204-5-6. [0392

CHARLES FOLLETT, Ltd., sole distributors for Home Counties, Bucks and Sussex.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266

SPARE parts.

SERVICE: 12, Wellesley Ave., W.6. Riv. 1413. [8370

LINCOLN-ZEPHYR

JOE THOMPSON (MOTORS), Ltd., offers:—

DEC., 1938, Lincoln-Zephyr saloon, 6 speeds; £495.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858 [7862

1945 importation and registration Lincoln-Zephyr, dark green, 16,000, built in Delco radio, heater, spot lamp, in faultless condition, £825.—Derringtons, 159, London Rd., Kingston 5621. [7384

Mercedes Cars Wanted

CHIPSTEAD MOTORS, Ltd., will always purchase good Mercedes.—The Onslow Garage, 197, Fulham Rd., London, S.W.3. Flaxman 0052. [8756

MERCEDES-BENZ

MERCEDES-BENZ, type 370, right-hand steering; mechanically perfect. £375.—147, Fratton Rd., Portsmouth. Phone 74331. [8552

1938 model Mercedes-Benz roadster, in exceptional condition, two-tone red, model 170V, 14hp, 27 m.p.g., subject to A.A. test; £495; exchange considered.—Kingston Garage, Springhead, Anlaby, nr Hull. [3580

MERCEDES-BENZ

MERCEDES-BENZ (GT. BRITAIN), Ltd.

1938 Type 230 20hp saloon, black with grey leather upholstery, right-hand steering, no mileage since completely and thoroughly overhauled, all new tyres, complete petrol ration; offers.—Victoria 8715. [8354

CENTRAL GARAGE, Croydon, offer 1938 Mercedes-Benz, type 320, 26hp, finished in black with leather upholstery, excellent condition; price £875.—Central Garage, Tel. Croydon 7464. [6027

Mercedes-Benz Spares and Service

MERCEDES-BENZ (GREAT BRITAIN), Ltd., Sales Service and Spares, 111, Grosvenor Rd., S.W.1. Victoria 8715-6. Night Service: Victoria 3144. [8530

M.G

BROWN'S for M.G.s.

1946 M.G. T.C. sports 2-seater, low mileage, immaculate condition; £535.—Brown's Garage, Loughton (Essex) 4119 (Tube). [7861

OVERSEAS CARS, Ltd.

1949 1¼-litre M.G. saloon, black/red leather; £996.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [8804

DICKS CAR SALES offer:—

1937 M.G. 10hp sports 2-seater, recent engine overhaul; £325.—Below.

1936 M.G. 9hp sports 2-seater, fitted many extras; £295.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn, Maida Vale 6888-9. [4241

WOODBAIN CARS offer:—

£265.—M.G. 9hp P.B. open sports 4-seater, black, excellent hood and screens, superlative order throughout; just wants seeing.

£265.—M.G. 8hp P.A. open sports 2-seater, cream and chromium, £200 spent on it in last two years, 1936 model; really pretty car.

£178.—M.G. 8hp J2 open sports 2-seater, red and chromium, excellent hood, etc., etc.; this little car is positively immaculate and almost unrepeatable.

£158.—M.G. 8hp J1 open sports 4-seater, salmon and chromium, a rather odd colour but a very sound and reliable little car.

£80.—M.G. 8hp open sports 2-seater, excellent tyres and excellent mechanically, hood and tonneau cover, good battery.

MANY other M.G.s.—Woodbain Cars, M.G. Specialists, 6, Eton Garages, Eton Ave., Swiss Cottage, N.W.3. Primrose 9435. [8849

TOM GARNER, Ltd., offer:—

1949 series M.G. 1¼-litre saloon, black with beige leather, 8,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6 [8600

TOULMIN MOTORS offer:—

1936 N. Magnette 2-4-seater with new engine unit; £345.

1937 P 2-seater; £150.

1932 2-seater, unique car, fitted with Wilson pre-selector gear box; £125.

1936 N.A. Magnet, we consider this to be best specimen in the country to-day.

TOULMIN MOTORS, The Roundabout, Hanworth, Middx. Tel. Molesey 683. [8974

ACE SERVICE STATION (LONDON), Ltd., offer:—

1949 (as brand new throughout) T.C. type M.G.; £725.

NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [7864

1948 M.G. T.C., red, 11,000 miles; £615.—Northwood, Middx. 1527. [9412

1948 M.G. T.C. 2-seater, red, very carefully used, small mileage; £625.

JARVIS & Sons, Ltd., Morris House, Morden Rd., S.W.19. Lib. 4656. [8394

PERFORMANCE CARS have always a good M.G. selection; see under sports cars. [9060

1939 1½-litre V.A. M.G. tourer, excellent condition, nice chassis; £399.

ELITE MOTORS, 951-961, Garratt Lane, Tooting Broadway. Tel. Balham 2474 (4 lines). [8305

1936 (November) M.G. sports 2-seater T.A. model, with full basic, in good condition; £295.

GEE CARS, Ltd., 60, Queenstown Rd., S.W.8. Tel. Macaulay 3363 [7847

£295.—T.A., 1938, excellent condition.—Ashford (Middx) 5100 evenings or week-end. [9234

BEARTS, of Kingston, M.G. specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 3348.

P.A. 8hp 4-seater, £95 reconditioned, petrol from December; £250; exchange m/cycle.—Box 3882. [9295

1949 M.G. T.C. 2-seater, mileage 5,000, red, one careful owner; £695; trade enquiries welcomed.

H. C. PAUL, Ltd., 32, Bruton Pl., Berkeley Sq., W.1. Mayfair 0821-2. [8656

1937 M.G., T.A., immaculate condition, wireless; nearest £350.—Maddocks, 119, Molyneux Rd., Liverpool. [9369

£375.—M.G. 2-litre sports saloon, registered December, 1938, reconditioned engine, new tyres, excellent runner.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [9331

WALTER SCOTT, Ltd.—M.G. Midget, 1933 J.2 type 2-seater; £175.—39, College Crescent, Swiss Cottage, N.W.3. Primrose 5914. [7848

1946 M.G. T.C. Midget 2-seater, black, red leather, 18,000 miles; £485.—Grove Motors, North Rd., Southall 3477. [8882

1948 (May) M.G. 1¼-litre saloon, new condition, small mileage; £875.—Kingston Hill Motor Works, Surrey. Tel. 3116. [9181

M.G.

1947 M.G. model T.C. roadster, finished black/red, perfect condition; £585.—Peter Guest, Ltd., Wootton Rd., King's Lynn. Tel. 4129. [7836

1940 M.G. 12hp sports saloon, black, with grey leather, radio and heater, 11,000 since engine overhauled, specimen car; £535.—G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [8761

1939 M.G. 1½-litre drop head coupe, metallic grey, just rebored, wireless; £490.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [8689

1½-litre M.G. sports saloon, first registered 23/2/48, finished in black with red leather upholstery, 10,000 miles, one owner and in perfect condition throughout.—ARTHUR MULLINER, Ltd., Bridge St., Northampton. Tel. 907. [8731

GORDON CARS (LONDON), Ltd.—1949 (April) M.G. T.C. 2-seater, black, 2,000 miles, indistinguishable from new.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [8739

1946 M.G. T.C. sports 2-seater, red and grey, perfect throughout, exceptional bargain; £475.—Wembley Court Motors, High Rd., Wembley. Tel. Arnold 5221. [9090

1948 (October) 1¼-litre M.G. saloon, black, low mileage, one owner, excellent condition.—Bennett & Wrighton, Fareham, Ltd., West Street, Fareham. Tel. 2219. [9063

N Type Magnette, new tyres, complete new tonneau, hood and screens, beautiful cream and blue cellulose, perfect car; £220.—Allen, 241, Trussley Rd., London, W.6. Riv. 3338. [9201

595 gns.—M.G. Midget 1947 11hp T.C. 2-seater, black fawn leather, very small mileage, spare unused, exceptional condition, taxed; terms, exchanges.—Rowland Smith, below.

525 gns.—M.G. Midget, July 1946, 11hp T.C. 2-seater, black, fawn leather, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below.

325 gns.—M.G. Midget 1937 10hp T 2-seater, black, blue leather, practically unworn tyres, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below.

225 gns.—M.G. Midget 1935 8hp P 4-seater, red, maroon leather, very good condition; terms, exchanges.—Rowland Smith, below.

195 gns.—M.G. Midget 1933 8hp J.2 2-seater, maroon, competition tyres, very good condition; terms, exchanges.—Rowland Smith, below.

165 gns.—M.G. Midget, Dec. 1932, 8hp sports 2-seater, red, good tyres, excellent condition; terms, exchanges.—Rowland Smith, below.

495 gns.—M.G., June 1939, 2.6-litre foursome drop head coupe, black, fawn leather, twin windtone horns, good tyres, spare unworn, carefully used, excellent condition, choice of 20 M.G.s in stock; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [9046

1938 T.A. 2-seater, black, blue leather reconditioned, sound throughout, very good appearance, engineer maintained; £345.—Derrington, 159, London Rd., Kingston 5621-2. [7385

SCARCE model, 1939 (July) M.G. 1½-litre saloon, suede green and chromium, grey leather, fitted radio, outstanding and immaculate appearance, delightful performance, thoroughly recommended and offered with written guarantee at £498; exchanges, terms.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [9122

CAMDEN MOTORS.—M.G. 1½-litre 12hp Series V.A. 4-door sportsman's saloon, 1939, in most exceptional mechanical condition, late property of chief mechanical engineer, the engine has just had a complete major overhaul, with all parts renewed as required, stripping and assembly being carried out by a well-known M.G. racing mechanic, performance is really delightful, the car being particularly facile to manœuvre in traffic, and fast and exhilarating on an open run, especially so for a 12hp engine, delightfully finished in polychromatic bronze, with natural hide interior, the appearance is in keeping with the mechanical order; £495.—See below.

CAMDEN MOTORS.—M.G. 1½-litre 12hp Series V.A. Tickford foursome d/h coupe, 1949, another specimen car purchased from the original owner, and maintained and serviced by County M.G. Distributors, utterly regardless of cost, this somewhat scarce model which is strikingly finished in deep maroon, with chromed motifs and contrasting black wings, will immediately appeal to the purchaser seeking performance coupled with distinctive appearance; equipped with 5 new Dunlop over size tyres, brand new maroon hood, twin Lucas passlights, and offered with a written guarantee at £525.—See below.

CAMDEN MOTORS.—M.G. 1½-litre 12hp Series V.A. sports saloon, 1938, not so immaculate as the cars above, but a desirable car with excellent mechanical qualities, finished in original black cellulose, with red leather; £395.—See below.

CAMDEN MOTORS.—M.G. 2-litre 12 4-door sportsman's saloon, Series S.A., registered January 1940, a one owner car since new which has had very much less than average use for a car of its year, having been stored for approximately 4½ years, and taxed at half-rate since being put back on the road, original black cellulose is in very good order, whilst the interior in blue leather is in excellent condition with original mats and head lining; whole appearance is comparable to a car which has been thoroughly and conscientiously maintained since new, fitted with radio, heater and other luxuries; £485.—See below.

CAMDEN MOTORS.—M.G. 2½-litre Series W.A. four-some d/h coupe 1939, a magnificent car with black and chrome, Salmons Tickford bodywork and handsome Conolly hide interior (blue) and dark grey mohair top, the coachwork is without major blemish, there are no rattles and the whole car is in superb condition; this scarce and highly desirable model is justly famous for its terrific performance, the engine has been specially tuned by experts and is capable of exceptionally high cruising speeds with vivid acceleration, positive steering, excellent braking and road holding qualities; price £595.

CAMDEN MOTORS.—M.G. All the above specimen cars are fully guaranteed in writing.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115. Write for our 18 page post-free stock list of over 300 used cars, easy and confidential hire purchase facilities, part exchanges, free delivery of any car anywhere in the United Kingdom; near mainline L.M.S. station, frequent trains from Euston and Watford take only 50 minutes, or by road under 4 miles from main A.5 Watling Street. [8996

M.G.

1949 (April) M.G. 1¼ saloon, black, beige leather, radio, 6,000 mls., as new; £975.—Gibsons Sports Cars (Xchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 912. [7970

£525.—1947 M.G. T.C. 2-seater, black, beige leather upholstery, low mileage, superb condition; terms and exchanges.—Makin & Harrison Motors, 492-6, High Rd., Chiswick. Chiswick 2619, 0558. [8991

ROSE & YOUNG, Ltd., offer:—M.G. 1½-litre saloon, grey and green, nice condition throughout; £795.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [8178

£185.—1934 M.G. Magnette sports saloon with sunshine roof. This is one of the rare K type Magnettes with special engine and large brakes; E.N.V. close ratio gear box; car in excellent order; taxed.—BRIAN FINGLASS, Bugatti Sales & Services, 2, Pembridge Mews, Bayswater, W.11. Bayswater 3951. After 6 Tulse Hill 4755. [7311

1949 M.G. 1½-litre saloon, several extras, one thousand miles, unmarked condition, inspection London; £1,100.—R. Newport-Gwilt, Lewisham Saw Mills, Loampit Vale, Lewisham, S.E.13. Letters only. [8625

£235.—1934 M.G. 8hp P.A. 2-seater, gunmetal, green leather, new tyres, condition comparable with post-war model; terms, exchanges.—Birkett Motors, Ltd., 326, Romford Rd., Forest Gate, Maryland 2534. [8020

MAYFAIR GARAGES, Ltd., have a number of M.G. Midgets in stock, all with 3 months' guarantee; 1937-38 T.A. sports 2-seater, £350; 1948 supercharged, specially built 939cc 2-seater, £495; 1934 model J.2, with P-type wings, £245.

MAYFAIR GARAGES, Ltd., Balderton St. (opp. Selfridges' clock), Mayfair, W.1. Mayfair 3104-5. [9328

1939 T.A. 2-str., 1,200 miles since engine rebuild, including new mains, valve gear, crankshaft, oil and petrol pumps; body overhauled, resprayed blue, is as new; car in perfect condition, open to any trial or inspection. All petrol. Nearest £400.—Box 3607. [8563

TANKARD & SMITH, Ltd., offer 1939 M.G. 2-litre saloon, in black with beige leather, very clean car for its year, and well above average condition; £475; 3 months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4801-2-3. [8591

M.G. Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase M.G. cars.—320, Euston Rd., N.W.1. Euston 1212. [0966

ROWLAND SMITH'S, the M.G. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0942

SLOCOMBES OF NEASDEN.

SLOCOMBES.—Good clean M.G.s wanted, must be perfect condition.—269, Neasden Lane, N.W.10. Gladstone 2068. [7643

CASH immediately for good M.G.—H. F. Edwards, 28, Upper High St., Epsom 9400. [9140

POSTWAR M.G. required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0645

PRE-WAR MG in outstanding condition required by Angior, 140, Golders Green Rd., London, N.W.11. [0531

M.G. 1½-litre saloon, 1938/40, in good condition, required.—Reeves Motors, Grand Parade, Forty Lane, Wembley. Arnold 3004. [9152

URGENTLY wanted for client, low mileage M.G. 1¼-litre saloon.—S. Morris & Co., 29-31, Edgware Rd., London, W.2. Tel. Pad. 3075-6. [1947

MAYFAIR GARAGES, Ltd.—Balderton St. (opposite Selfridges), W.1. Mayfair 3104. Particularly want Js, Ps and Ts for cash. 'Phone or write for buyer to call. [7447

RAYMOND WAY, the hire purchase specialists, are still buying M.G.s, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5661

M.G. Spares and Service

W. JACOBS & SON.

WE specialise in spares and repairs for all models of M.G. cars.

W. JACOBS & SON, Mill Garage, Chigwell Rd., South Woodford, E.18. Wanstead 0668. 0486

THE sole London distributors for M.G. cars.

UNIVERSITY MOTORS, Ltd., 7, Hertford St., London, W.1. Tel. Grosvenor 4141. [0500

FOR M.G. mudguards, running boards, 1933-46.—Brooks, 85, Queens Rd., Brighton. [0385

M.G. spares, prompt and courteous service, see under P. & A. column.—Derrington, 159, London Rd., Kingston 5621-2. [5182

TOULMIN MOTORS specialise in M.G. and M.G. cars only; repairs and complete overhauls all models, reconditioned engines in stock for type P, J, T and L, and N Magnettes; exchange service dynamos, starters, crankshafts with rods, gear boxes, brake shoes, vertical drivers, rockers, stock sleeves, rocker bushes, rocker shafts, valve guides, springs, valves and gaskets, with full range of M.G. spares always available; we specialise in racing spares.

WRITE or 'phone Toulmin Motors, The Roundabout, Hanworth, Middlesex. Tel. Molesey 683. [0349

MORGAN

MORGAN 4/4 1939 two-seater, reconditioned right through, recellulosed B.R. green, as new; £360.—Facks, 26, Goring Rd., Staines, Middx. Tel. Staines 2693. [9205

MORGAN 4/4 2-str. sports model, with twin spare wheels, maintained by Morgan enthusiast regardless of cost, and is in almost new condition; £325 or nearest offer.—Lynton Taylor's Hill Godstone Surrey, Godstone 382. [7734

BEVERLEY MOTORS will shortly have completed a special 2-seater 4/4 Morgan for our customers' inspection and criticism or plain rude remarks.—Beverley Motors, Proprietor N. H. Mann, Coombe Rd., New Malden. Tel. Malden 4403. [3325

MORGAN

1946 (late) 10hp Morgan 4/4 with special Le Mans body and Arnott supercharger (easily detachable), one owner, 12,000 miles only, as new; cost £735; accept £575 or take saloon car (age immaterial) in good condition in part exchange.—Symons, Devon Lodge, Iddesleigh, Winkleigh, Devon. Tel. Hatherleigh 217. [9229

Morgan Cars Wanted

R

ROWLAND SMITH'S the Morgan buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0949

CASH immediately for good Morgan.—H. F. Edwards, 28, Upper High St., Epsom 9400. [9141

RAYMOND WAY, the hire-purchase specialists, are still buying Morgan, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [3131

Morgan Spares and Service

MORGAN 4/4 official spare parts stockist; service and repairs.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7753. [0514

MORGANS.—All available spares in stock.—F. H. Douglass, Morgan Specialist, 1A, South Ealing Rd., Ealing, W.5. Eal. 0570. [0728

MORRIS MINOR

1949 Morris Minor saloon, black, as new; £675.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [8884

1949 Morris Minor saloon, maroon, 4,800 miles, 1950 engine; £695.—Bradfield, 53, Sandall Close, Ealing, London, W.5. [9337

£745.—1949 Morris Minor saloon, maroon, beige leather upholstery, 17,000 miles, as new throughout; terms and exchanges.—Makin & Harrison Motors, 492-6, High Rd., Chiswick. Chiswick 2619, 0558. [8990

Morris Minor Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Morris Minor cars.—320, Euston Rd., N.W.1. Euston 1212. [0716

MORRIS EIGHT

NEWNHAMS, Ltd.

1948 Morris 8 4-door saloon; black with brown; low mileage.—NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [8035

LAYTONS OF OXFORD offer:

£525.—1947 Morris 8hp 2-door de luxe saloon; black with brown leather; taxed year; many extras.—LAYTONS, New Road, Oxford. Phone 3381. [8568

H. A. SAUNDERS, Ltd., offer:—

1948 Morris 8 4-door saloon; £595.

1947 Morris 8 4-door saloon, sunshine roof, discs; £565.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner); Hillside 0024. [9400

ALLAN TAYLOR MOTORS, Ltd., offer:—

1939 Morris 8 saloon; £335.—HIGH St., Wandsworth, S.W.18. Tel. Vandyke 6431. [9261

1939 Morris 8 4-door saloon, sun roof, carefully maintained; £365.—TIMMS MOTORS, Collinette Rd., Upper Richmond Rd., S.W.15. Tel. Putney 6667. [9098

£210.—1937 Morris 8 2-door saloon, very clean condition, good tyres, taxed.—BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [9314

1947 Morris 8 4-door saloon, first registered Nov., 1946, in exceptional condition throughout.—LANCEFIELD COACHWORKS, Wrenfield Place, Herries St., W.10. Ladbroke 2951-4. [8111

£125.—Morris 8 sv, specially rebuilt 1949, 2-4-seater, exceptionally clean, good tyres, taxed.—BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [9316

1939-40 Morris 8 black saloon, in good condition; £295.—Pinion, Stretham, Cambs. Tel. Stretham 253. [9227

1939 Morris 8 2-door saloon, black, maroon leather, tax, new, fitted with brand new engine; £295.—DOUGLAS CAR SALES, 24, Dorset Rd., West Green Rd., Tottenham, London, N.15. Stamford Hill 7352. [9252

1947 Morris 8 saloon, 5,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [8790

1948 (June) Morris 8 4-door saloon, black, brown leather; £565.—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441. [8016

8hp Morris saloon, in superb condition, extremely economical, £225.—Wadcol Motors, 150, West End Lane, N.W.6. Hampstead 1177. [8582

1947 Morris 8 2-door sun saloon, black, 4,000 miles; £565.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [7399

1938 Morris 8 2-door saloon, beautifully kept, bargain; £270.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [8691

L. F. DOVE, Ltd., offers 1939 Series E Morris 8 saloon in exceptional condition; £350.—69, Broadway, Wimbledon, S.W.19. Liberty 3456. [9062

1948 Morris 8 4-door saloon, speedo., 12,000, black; £575.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [8766

1936 Morris 8 de luxe, good condition and appearance, licenced December, insured March, trial; £190.—2, Altham Rd., Hatch End 839. [9225

1946 Morris 8 2-door sun saloon, black, 22,000 miles; £485.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [7400

1939 Morris 8 saloon in very good condition throughout, bargain; £325.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [6505

MORRIS EIGHT

GORDON CARS (LONDON), Ltd.—1948 Morris 8hp saloon 4-door, one owner, immaculate.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [8741

425 gns.—Morris 8, May 1946, 2-door saloon, black, sliding head, brown leather, one owner, very good condition; terms, exchanges.—Rowland Smith, below.

225 gns.—Morris 8, 1935 model, 2-seater, green and black, carefully used, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [9029

1948 Morris 8 4-door saloon, colour black, 4,000 miles only, almost unmarked; £595.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [8159

1939 Morris 8 saloon, series E, 4-door, sunshine roof; black; in very nice condition throughout.—Ferraris of Cricklewood, Ltd., 200-220, Cricklewood Broadway, N.W.2. Glad. 2234. [9169

£485.—8hp series E Morris 2-door de luxe saloon, black with brown upholstery, done only 12,500 miles, immaculate.—Starnes Motors, 103, Cricklewood Broadway, N.W.2. Gladstone 2480. [8337

1949 (June) Morris 8 4-door de luxe sun saloon, black stroke, brown interior, low mileage, taxed Dec., one owner, excellent; £525.—Mr. Mariner, Lucknow Hotel, Littlehampton. Tel. 92. [9357

1935 Morris 8 4-seater tourer, recently fitted with new hood and screens, king pins and bushes, Rotoflo shock absorbers, new tyres, battery, complete rewire, etc.; £155; seen only by appointment.—THE FORGE GARAGE (PETERSHAM), Ltd., 192, Petersham Rd., Petersham, Surrey. Richmond 1854. [8901

£350.—1939 Morris 8 saloon, black, brown leather upholstery, nominal mileage, excellent condition; terms and exchanges.—Makin & Harrison Motors, 492-6, High Rd., Chiswick. Chiswick 2619, 0558. [8989

1936 Morris 8 two-door saloon, recent reconditioned, engine completely overhauled, whole car in very nice condition; £225; 3 months' written guarantee.—Tankard & Smith, Ltd., 97, Peckham Rd., S.E.15. Rodney 2051. [9054

WALTER SCOTT, Ltd.—1948 (August) Morris 8hp 4-door saloon, green, brown leather, one owner, 11,000 miles, many extras, absolutely as new; £585; terms, exchanges.—39, College Crescent, Swiss Cottage, N.W.3. Primrose 5914. [8413

£275.—Morris 8 saloon, 1939 model, one owner since new, laid up during war; a car that has been regularly serviced and well looked after, excellent appearance and condition; open to any examination.—Kel Motors, Gordon Works, Gordon Ave., Stanmore. Tel. Grimsdyke 992. [8832

Morris Eight Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Morris 8 cars.—150, Park Lane, W.1. Grosvenor 3434. [0967

GATEHOUSE MOTORS are regular buyers of good clean Morris 8 cars.

GATEHOUSE MOTORS, Ltd., Highgate Village, London, N.6. Mountview 4444. [8942

I REQUIRE post-war Morris 8 urgently.—30, Ryecroft Rd., S.W.16. Tulse Hill 1288. [9363

POSTWAR Morris 8 required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0646

CASH buyers of low-mileage Morris 8s; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0796

ROWLAND SMITH'S, the Morris 8 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0976

1937-1948 Morris 8 saloon urgently required.—Richard France, Ltd., 254, High Rd., Tottenham, N.15. Sta 2232 and 0464. [6455

RAYMOND WAY, the hire-purchase specialists, are still buying Morris 8, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5662

MORRIS TEN

GATEHOUSE offer 1939 Morris 10 saloon, in immaculate condition; £350.

GATEHOUSE MOTORS, Ltd., Highgate Village, London N 6. Mountview 4444. [7849

£200 deposit secures 1947 Morris 10 saloon, 5,000 miles, as new.

JACK STONE & SON, 221, Upper Richmond Rd., Putney, S.W.15. Tel. Putney 1054-5, 2276-7. [8919

£225.—1937 Morris 10 de luxe saloon.—362, Upper Richmond Rd., East Sheen. [9010

£385.—1939 Morris 10 de luxe saloon, black, brown hide, taxed year, exceptionally clean condition.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [9310

1947 Morris 10 saloon, black and brown leather, low mileage, excellent condition throughout; £595.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441 [6484

MORRIS 10hp 1939 for sale, reconditioned engine (1949, Jan.); good condition; wireless, etc. £325.—Box 3789. [8547

£225.—Morris 10 sun saloon, complete workshops inspection reports available, 1936 but thoroughly sound and smart.

THE ARMITAGE MOTOR Co. (WESTMINSTER), Ltd., 213-219, The Broadway, Wimbledon, S.W.19. Liberty 4390 [9325

1947 Morris 10 saloon, one owner, small mileage; £635.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [8688

1939 Morris 10 saloon, choice of two; £375 and £390.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [8690

1946 Morris 10 saloon, one owner, absolutely immaculate throughout.—Autowork, Ltd., Winchester. Tel. Winchester 4834. [8671

1947 Morris 10 4-door saloon, black, new tyres; £585.—R. S. Mead, 42, Queen St., Maidenhead. Tel. Maidenhead 2642. [9108

MORRIS TEN

1946 Morris 10 saloon, black, and brown leather, excellent condition; £525.—Clegg, Gates Heath, Tattenhall, nr. Chester. [9353

1937 Morris 10hp saloon, in excellent order throughout, £300.—Lyne, Frank & Wagstaff, Ltd., 5-5, Crouch End Hill, N.8. Mountview 4401. [7393

10 hp saloon, 1948, 12,000 miles, one owner, exceptional condition; £695.—Recommended by H. A. Saunders, Ltd., 144 Golders Green Rd., N.W.11. Speedwell 0011. [7803

1939 Morris 10 saloon, complete chassis overhaul, one owner, taxed for year, exceptional; £385.—Lockwood, Half-way, Walton 2824. After 6 o'clock 3387. [9052

1947 Morris 10 saloon, kept for personal use of company chairman, with daily works service, reconditioned engine and gearbox fitted by main agents, not yet run in, whole car immaculate; £585 or near offer.—Needham, Croydon 2602, 8 a.m.-5 p.m. [8697

Morris Ten Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Morris 10 cars.—320, Euston Rd., N.W.1. Euston 1212. [0968

MORRIS 10 wanted, not earlier 1938.—Gordon Wooderson, 48a, Drewstead Rd., S.W.16. Streatham 8638. [5956

CASH buyers of low-mileage Morris 10s; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

ROWLAND SMITH'S, the Morris 10 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0977

1937-1948 Morris 10 saloon urgently required.—Richard France, Ltd., 254, High Rd., Tottenham, N.15. Sta. 2232 and 0464. [6454

RAYMOND WAY, the hire-purchase specialists, are still buying Morris 10, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5663

MORRIS TWELVE

1939 Morris 12 saloon car in good condition, well cared for; £395.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Glad. 2234. [6148

1939 Morris 12/4 de luxe saloon, guaranteed, £335. Payments.—Oldfield, 4, Russell Gdns. Mews, Kensington. Park 7780. [9180

£365.—Morris 12 1938 4-dr. sln., really exceptional appearance and mechanical condition, 4 new tyres; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park. Park 5066-7. Open Mon. to Sat. 9-6. (50 yds Holland Park Tube.) [8535

GENUINE private de luxe streamlined saloon, 1936, steering and brakes just overhauled and clutch relined, good, quiet engine, body recent £50 'spray, clean, reliable car; nearest £200.—Brittlebank, "The Old Cottage," Loose, Kent (83521). [9218

245 gns.—Morris 12, 1937, Series II de luxe 4-door saloon, black, sliding head, maroon leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [9030

Morris Twelve Cars Wanted

ROWLAND SMITH'S, the Morris 12 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0978

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Morris 12s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5842

MORRIS FOURTEEN

ACLAND & TABOR, Ltd., offer:—

1946 registered Morris 14 saloon, black, brown leather, exceptional condition; £375.

APPLY North Road Garage, Welwyn. Tel. Welwyn 481 [8686

£250.—1937 Morris 14hp de luxe saloon, in original immaculate condition, definitely above average.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [9308

1938 Morris 14 Series III, overhead valve engine, ex. condition; £215.—147, High Rd., W.4. Chi. 0150. [9349

169 gns.—1937 Morris 14hp 4-door sun saloon, Easy-clean wheels, leather upholstery; £60 deposit.—George Clarke (Motors), Ltd., 278, Brixton Hill, S.W.2. Tulse Hill 3211. [9003

MORRIS 14 1939 de luxe sal., immaculate, mechanically, exterior and interior, one owner, any test, £475; Morris 12 1937 sal., black, excellent cond. all round, taxed for year, £225.—B. & D., 24, Oldridge Rd., S.W.12 Bat. 8114. [8285

MORRIS OXFORD

TOM GARNER, Ltd., offer:—

1949 Morris Oxford saloon, maroon with beige leather, 4,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [8601

PHILIP RICKARDS offer:—

1949 Morris Oxford, grey, radio, covers, 8,000, perfect.—4, Brick St., Park Lane, London, W.1. Gros. 4772-3. [8908

WARWICK WRIGHT Ltd., offer:—

1949 Morris Oxford saloon, green, buff leather, 7,000 miles; £1,055.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [9290

1949 Morris Oxford saloon, 5,000 miles; £925.—Broadway Motors, 67, High St., Hounslow. Tel. 0175. [5947

1949 Morris Oxford saloon, 1,600 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [8787

£945!!!—Covenant-free last week; Morris Oxford saloon, authenticated mileage 6,293; condition absolutely as brand new, fitted radio, air conditioning, passlights, etc.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115. [9000

Morris Oxford Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Morris Oxford cars.—150, Park Lane, W.1. Grosvenor 3434. [0717

Morris Six Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Morris Six cars.—320, Euston Rd., N.W.1. Euston 1212. [0718

MORRIS MISCELLANEOUS

1939 Morris 8 2-door de luxe saloon, exceptional condition; £375; another 1946; £495; another late 1947; £550; and a 4-door; £595.

JARVIS & Sons, Ltd., Morris House, Morden Rd., S.W.19. Lib. 4656. [8393

TANKARD & SMITH, Ltd., offer the choice of many Morris 8s, 10s and 12s from their vast stock of over 200 used cars, all subject to three months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax. 4801-3. [0379

MORRIS cars, 8hp and 10hp, 1947 and 1948 models, in nice condition, always available; ask us to send you full particulars.—Maudes of Norwich, Ltd. (Morris distributors), 106-110, Prince of Wales Rd., Norwich. Tel. Norwich 20541. [0105

Morris Miscellaneous Cars Wanted

RS

ROWLAND SMITH'S, the Morris buyers.—Hampstead High St. (Hampstead Tube) Ham. 6041. [0979

CASH immediately for good Morris.—H. P. Edwards, 28, Upper High St., Epsom 9400. [9142

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Morris. Wembley 5905. [9001

SELL your Morris to us; good cars urgently wanted, all models.—Offord, 67, George St., W.1. Wel. 6899. [4556

BRITISH & COLONIAL MOTORS, Ltd., require good Morris cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [8778

CASH buyers of low-mileage Morris Minor, Oxford and 6; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0798

CHARLES RICKARDS, Ltd., wish to purchase good pre-war Morris cars.—56, Bayswater Rd., W.2. Paddington 1820. [8576

JACK OLDING, Ltd., 8-10, North Audley St., W.1. Morris retailers, require cars in first-class condition. Mayfair 5242. [0814

URGENTLY wanted, good condition Morris cars.—Brown's Garage, 3 minutes Loughton Tube Station, 199, High Rd., Loughton, Essex. Loughton 4119. [1932

Morris Spares and Service

FOR Morris mudguards, running boards, 1930-46.—Brooks, 85 Queens Rd., Brighton. [0384

NASH

OVERSEAS CARS, Ltd.

1946 23hp Nash saloon, £10 tax, fawn/red leather, 25 mpg, excellent condition; £1,300.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [8603

JAMES SIMPSON (SALES) offer:—

1948 (June) Nash convertible coupe, grey with red leather, electrically controlled hood, 6-wave band radio, numerous extras, low mileage, superb condition.

JAMES SIMPSON (T.C. MOTORS, Ltd.), 244, Brompton Rd., S.W.3. Ken. 3315. [9301

OLDSMOBILE

DISTRIBUTORS (RAWLENCE), Ltd., Sales Service and Spares, Blindley Heath Garage, Nr. Lingfield, Surrey. Tel. Lingfield 330-1. [0113

OPEL

225 gns.—Opel Super 6, 1937, 24hp 5-seater convertible cabriolet, black, red leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [9031

Opel Cars Wanted

ROWLAND SMITH'S, the Opel buyers.—Hampstead High St. (Hampstead Tube) Ham. 6041 [0980

PRIDE & CLARKE, Ltd., the Opel distributors, offer immediate cash payment for all models.—237, Brixton Hill, S.W.2. Tul. 3664. [6099

Opel Spares and Service

REPAIRS, spares, engine, front suspension, etc.; exchange service.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 2647. [0243

PRIDE & CLARKE, Ltd., new brake and clutch linings, valves, springs, piston rings, fibre timing wheels; quotations.—158, Stockwell Rd., S.W.9. Bri. 6251. [0733

MAYNER MOTORS, Ltd., distributors; Opel spare parts and reconditioned engine service.—Woodside Rd., Southbourne, Bournemouth. Tel. Southbourne 327 and 160. [5772

PACKARD

DICKS CAR SALES offer.—

1939 Packard Super 8 Georgia coupe, fitted radio, a very attractive car; £625.

1938 Packard 33hp drop head coupe, fitted radio, fine order throughout; £450.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn. Maida Vale 6888-9. [8118

1937 Packard limousine, superb.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. [8937

JOE THOMPSON (MOTORS), Ltd., offers:—

1937 Packard limousine, colour black, face forward occasionals; £795.

1939 sedanca de ville, 32.5hp Super 8 de luxe, very low mileage, special English body, an outstanding car.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4856. [5134

1937 Packard 33hp saloon, black, in first-class condition; £400.—L. P. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [8765

PACKARD

1939 Packard limousine, 32,000 miles, practically as new.—GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3266. [7389

£895.—1938 Packard Super 8, 8-seater limousine, black, brown hide interior, as new, unworn tyres, £10 tax; bargain.—BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [9332

57 hp V.12 1938 Packard saloon, with division, run only 14,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [8773

£565.—34hp Packard late 1938 drop head coupe, black, with brown leather, most elegant car, superb condition.—Robbins, East Putney. Tel. 4581. [6039

A SELECTION of approved late model Packard cars is offered by the sole concessionaires, Messrs. Leonard Williams & Co. (1940), Ltd., Great West Rd., Brentford, Middlesex. Ealing 3400. [0262

1936 Packard 33 Super Eight Limousine, 8-seater 1 owner, 60,000 miles, engine rebored, full history known; £695.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon Addiscombe 3066. [2862

295 gns.—Packard 8, June 1936, 27hp 120 4-door touring saloon, dark green, sliding head, fawn cloth, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [9032

£475 snip for someone.—1949 registered Packard County Club saloon, respayed and re-upholstered in cream Bedford cord, very attractive car with only £10 yearly tax; h.p. and part exchange arranged.—Elibank Motors, Elibank Rd., Eltham 6240. [9074

1938 (June) Packard 30hp 6-cyl. foursome drop head coupe, practically unused since reconditioned by concessionaires, receipts shown, mechanical perfection guaranteed, attractive coachwork, immaculate appearance, evidence careful ownership throughout, fitted Philco radio, twin spot lamps, sacrifice 495gns; terms, exchanges.—Home & Overseas Motors, 160, Finchley Rd., N.W.3 Hampstead 0087-8-9. [7979

£795!!!—Packard 33hp model 120 6-seater touring sedan, genuine American model, first registered in this country April 2nd, 1947 (£10 tax); the modern frontal appearance positively sparkles with a battery of chrome flashings and accessories which accentuate the already immaculate black cellulose; the whole car is luxuriously upholstered, straight across seats being equipped with side-arms, giving armchair comfort to front seat passengers; push-button controlled air-conditioning is installed both front and rear, together with push-button built-in radio, special concealed windscreen demisting device; easy to read instruments visible through unobstructed top half of steering wheel, and, of course, synchromatic finger-tip gear controls mounted on steering column, together with twin built-in stop panels on rear wings; all these features are combined with a remarkable degree of comfort and spacious enclosed luggage accommodation; the powerful engine provides vivid but smooth acceleration and effortless high-speed cruising; the whole car is a most outstanding opportunity at £795, and must be seen and driven to obtain the real appreciation of a proper American post-war car; offered with a comprehensive written guarantee; photograph supplied on request.—CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115. [8997

LIMOUSINE, 1938, 34hp, black, unquestionable condition, reasonable cost. Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [8712

Packard Cars Wanted

CASH immediately for good Packard.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [9131

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Packard. Wembley 3903. [8002

ROWLAND SMITH'S, the Packard buyers.—Hampstead High St. (Hampstead Tube) Ham. 6041. [0981

HIGH-CLASS low mileage modern American cars urgently required; immediate payment and inspection.—ROY GALWAY, Ltd., 21, Farm St., London, W.1. Tel. Gros. 4747. [0751

7-seater private limousines required, cash waiting.—Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [8718

WANTED, Packard Super 8 car, fitted with overdrive 7-seater, engine and paintwork immaterial.—Tel. Hadleigh, Essex 58474. [8548

JOE THOMPSON (MOTORS), Ltd., Packard specialists, 97, Fulham Rd. (next door to Michelins), S. Kensington. Kensington 4858. [9834

Packard Spares and Service

LEONARD WILLIAMS & Co. (1940), Ltd., sole Packard concessionaires, Great West Rd., Brentford, Middlesex Tel Ealing 3400. [0469

JOE THOMPSON (MOTORS), Ltd., Packard specialists, 97, Fulham Rd. (next door to Michelins), S. Kensington. Kensington 4858. [4331A

Pontiac Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Pontiac. Wembley 3903. [8003

HIGH-CLASS low mileage modern American cars urgently required; immediate payment and inspection.—ROY GALWAY, Ltd., 21, Farm St., London, W.1. Tel. Gros. 4747. [0750

RACING CARS

H.W. MOTORS, Ltd., offer:—

THE famous Eccles-Rapier 1,100cc supercharged single seater, completely rebuilt by ourselves, in our racing department, with new block, and crank, etc., car ready to run, ideal for Goodwood, Blandford and all hill climbs; £525 or near offer.

H.W. MOTORS, Ltd., Walton-on-Thames 783 and 1437. [8388

COOPERS GARAGE (SURBITON), Ltd., of Surbiton, Tel. Elm. 3346, are the sole concessionaires for Great Britain of the Cooper 500 and 1,100cc formula racing cars.

HAVING bought 1,000cc car owner wishes to sell his 500 Special Fiat, i.f.s. front and rear, Norton gear box, two engines ready to race, owing to lack of room no reasonable offer refused.—Box 3869. [8874

M.G. K3 Magnette-engined Turner Special, supercharged, independent front suspension, in perfect condition.—Offers to J. H. Turner, The Old Smithy, Seisdon, nr. Wolverhampton. Tel. Wombourn 2355. [9197

RACING CARS

ALTA 1,500 c.c. supercharged single-seater, new Dunlop racing covers and numerous modifications, completely overhauled and ready for racing.—Can be seen and tried by appointment at J. H. Turner, The Old Smithy, Seisdon, nr. Wolverhampton. Tel. Wombourn 2355. [9198

£500.—Aston Martin Special 1939, special 2-litre speed model, engine specially tuned and prepared, in light chassis with E.N.V. gear box, hydraulic brakes, etc., beautiful single-seater body; this car has immense possibilities for club, I.O.M., or formula II events; cheap to maintain and reliable; reputed to cost £1,200 to build, many bills available for inspection; any car taken in exchange.

ALTON GARAGE, the Alvis People, 17, Brook Mews North, Craven Rd., Paddington 3952, 4710. [8879

ALVIS 1½-litre, ex Charles Follett, fully faired 2-seater body (single seat at present), engine completely rebuilt, new block, special high compression (10½-1), pistons, copperised head, high lift camshaft, dry sump (5 galls.), twin S.U. racing carburettor, 25-gallon fuel tank in tail, 6 new wheels, all shod with Dunlop racing tyres, spares include 2 blocks, cylinder head, crankshaft, camshafts, 4 low compression (7-1) pistons, performance with 19in wheels, 2nd, 54 mph, 3rd 75mph, top 102 mph, complete car in perfect condition and would be easily convertible to road use.—Offers to K. C. Kydd, Bridge House, Girvan, Ayrshire. [9371

RAILTON

GUY SALMON AUTOMOBILES offer:—

1936 Railton 4-door sports saloon, most attractive all metal body in superb condition throughout, this car must be seen to be appreciated; £295.—Portsmouth Rd., Thames Ditton. Emberbrook 4343. [9094

A-ONE MOTORS (LONDON), Ltd., offer:—

28 hp Cobham de luxe semi-razor-edge saloon, taxed only two years since new, genuine 21,000 miles, most desirable car in immaculate condition; real bargain at £850.—Victoria 8285. [8827

£395.—1938 Railton 17hp sports saloon, black, faultless runner, clean condition, unworn tyres.—BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [9307

MAJOR J. P. S. BARBER, 65, Linden Gardens, W.2. Bayswater 6753.—All models up to 1947, 17hp, 21hp, 28hp coupes, saloons, tourers. [5814

RAILTON coachbuilt sports saloon 1937 (July), immaculate, mechanically perfect, new works engine; £285.—Orpington 2433. [8628

RENAULT

RENAULT cars, spare parts, repairs & service.—Renault, Ltd., Western Ave., Acton, W.3. Acorn 4656.

RENAULT.—The following cars with others carry our usual guarantee service. Established 1909:—

RENAULT 26hp 1939 big six-seater saloon; £395.

RENAULT 17.9 1939 saloon de luxe; £350.

RENAULT 12.1 1939 drop head foursome coupe; £325.

WELHAMS Renault Sales Service, Surbiton Hill Rd., Surbiton. Elmbridge 1873. [0126

£135.—1935 Renault 12.1 saloon de luxe, excellent condition.—Firmin, 37, Marlow Rd., S.E.20. Sydenham 8095. [9208

1939 model Renault 8 saloon, good condition throughout; £295.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [9066

1949 Renault 8hp 4-door saloon, almost unmarked and hardly used, few miles only, taxed; £695.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8 [8158

1949 Renault 8hp 4-door saloon, low mileage, immaculate throughout.—Paramount Motors, 114, Tottenham Court Rd., W.1. Euston 7503, 2334, 3526. Works and Service Station: Mare St., Hackney, E.8. [9293

£125.—Renault 21 special sports continental saloon, 1932/3, easy clean wheels, very low built, new engine in this car cost £80; oil consumption nil, speed over 80 m.p.h., petrol consumption 25 m.p.g.; must be seen to be appreciated.—Garrad Motors, 152b, Uxbridge Rd., Hanwell, W.7. Ealing 4635. [8844

Renault Cars Wanted

ROWLAND SMITH'S, the Renault buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0982

WELHAM'S RENAULT SALES SERVICE purchase all models.—Surbiton Hill Rd., Surbiton. Elmbridge 1873. [0127

RILEY

TOM GARNER, Ltd., offer:—

1949 Riley 1½-litre saloon, green with green leather, H.M.V. Radiomobile, 7,000 miles.—TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9235-6. [8602

PHILIP RICKARDS offer:—

1949 Riley 2½-litre saloon, black, 3,800 miles, perfect.—4, Brick St., Park Lane, London, W.1. Gros. 4772-3. [8907

CHARLES FOLLETT, Ltd., offer:—

1948 Riley 2½-litre saloon, black, green leather, 1 owner, 14,500 miles, excellent condition throughout, 3 months' guarantee; £1,350.—18, Berkeley St., W.1. May. 6266.

SERVICE, Works and Stores, 12, Wellesley Ave., W.6. Riv. 1415. [8966

ACLAND & TABOR, Ltd., offer:—

1936 Riley 12 Kestrel saloon, magnificent condition throughout; £375.—APPLY North Road Garage, Welwyn. Tel. Welwyn 481. [8683

WARWICK WRIGHT, Ltd., offer:—

1949 Riley 2½-litre saloon, black, fawn cloth, 7,000 miles; £1,525.—WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [9291

GATEHOUSE offer 1937 Riley 9 saloon, fitted radio, in immaculate condition; £350.—GATEHOUSE MOTORS, Ltd., Highgate Village, London, N.6. Mountview 4344. [6442

RILEY

SUSSEX specialists for reconditioned Riley cars; repairs spares.—Lewes Motors, Ltd., Lewes.

1940 (May) 16hp, superbly maintained by original owner, 28mpg; offers.—Box 3693. [9352

FOR pre-war Rileys consult Browne & Sons, Motor Engineers, Loddon, Norfolk. Tel. 315-316. [3450

BEARTS, of Kingston, Riley specialists sales, spares, repairs.—102, London Rd., Kingston. Kingston 3348.

1932 Riley 9 saloon; £145.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [8769

PERFORMANCE CARS, of 21, Daleham Mews, Belsize Lane, N.W.3 (Ham. 8707), offer with 3 months' written guarantee:—

1935 Riley 12/4 1½-litre Falcon saloon, £185; 1931 Riley 9 4-seater, £110; 1931 Monaco 9 saloon, £88. [9079

NORMAN ROUNDHILL, Ashtead, offers 1949 2½-litre saloon, wireless, low mileage, a really super car; £1,395.—Tel. Ashstead 34. [5551

RILEY 1937 1½-litre Kestrel, 4,000 mls. since complete overhaul, very smart car; £325, offer.—Wat. 7269 day, Orpington 5447 evening. [9062

2½-litre Riley saloon, black; wireless; 1947, with later modifications.—Jackson, Oakenclough, Garstang, nr. Preston. Tel. Garstang 9. [8557

GORDON CARS (LONDON), Ltd.—1949 Riley 2½-litre saloon, special finish cream and black, red interior, 9,000 miles, exceptional.—Below.

GORDON CARS (LONDON), Ltd.—1947 Riley 1½-litre saloon, black/brown leather, one owner only.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [8742

1948 Riley 2½-litre saloon, black, licenced Dec., 1950, beautifully maintained by one owner; £1,275.—Robbins, East Putney. Tel. 4581. [8456

£75.—1932 Riley 9, shabby but good, low slung 4-dr. metal panelled sports saloon, new tyres.—Write first, Capt. Northmore, White Yacht, Saul, Gloucester. [9341

1948 Riley 1½-litre saloon, maroon, red leather upholstered, mileage 10,000, fitted H.M.V. radio, new battery, recently decarbonised; £1,150.—Apply May. 3512. [7654

1948 (March) Riley 2½ litre saloon, black, all red leather, 11,000 mls., as new; £1,275.—Gibsons Sports Cars (Xchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 912. [7972

1936 Riley Lynx Sprite 4-str. tourer, recent overhaul to engine, steering, carburettors, new tyres, in really exceptional condition throughout; £350 or near offer.—Tel. Emberbrook 5115. [9231

RILEY 1937 1½-litre Kestrel saloon (special), two carburettors, scintilla ignition, engine overhauled, general condition immaculate throughout; offers.—Lockwood, Half-way, Walton 2824. After 6 o'clock 3387. [9053

£495!!!—Riley 12hp Nuffield saloon, 1939-40, manual gear change, smartly finished black, with green leather upholstery and giving a highly efficient and economical, yet satisfying performance.—See below.

£475!!!—Outstanding opportunity; special service Riley Kestrel Sprite 4-door 6-light saloon, 1937, very scarce and highly prized model, finished black, brown leather, late property of Kestrel-Sprite enthusiast, fitted host of additional features, exceptionally fast, all new Goodyear tyres; a real motor car in every sense.—CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115. Easy and confidential hire purchase facilities; part exchanges. [9001

RILEY Sprite, 1937, ex-T. C. Harrison, winner of many club events; superb opportunity to acquire car for similar events; price £550.—Enquiries to Nancy Binns, 744, Wollaton Rd., Wollaton, Nottingham. Tel. 734051. [7658

595 gns.—Riley Sprite, April 1938, 1½-litre super sports 2-seater, black, aluminium wheels, large instruments, Scintilla, Hartfords, 15-gallon rear tank, good tyres, excellent condition; terms, exchanges.—Rowland Smith, below.

195 gns.—Riley, 1936 model, 1½-litre Falcon 4-door saloon, grey, sliding head, pre-selector, taxed; terms, exchanges.—Rowland Smith, below.

395 gns.—Riley, 1937 model, 1½-litre Kestrel Sprite 4-door sports saloon, gunmetal, sliding head, leather upholstery, preselector, Scintilla magneto good tyres, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [9033

£165.—Riley 12hp sun saloon, February, 1934, manual gearbox, engine just overhauled at cost of £50 (bills to prove), new oversize tyres all round, a really immaculate car, much above average, taxed year.—Garrad Motors, 152b, Uxbridge Rd., Hanwell, W.7. Ealing 4635. [8843

1948 (reg. 18 Sept. 1948) Riley 2½-litre saloon, black and chromium with fawn upholstery, luxuriously equipped, twin pass lamps, twin defrosters, Philco radio, speedo reading 12,195, one meticulous private owner, absolutely spotless appearance; offered with written guarantee at £1,325; terms, exchanges.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [9121

Riley Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Riley cars.—150, Park Lane, W.1. Grosvenor 3434. [0969

ROWLAND SMITH'S, the Riley buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0983

POST-WAR 1½- or 2½-litre Riley urgently required.

JOHN WILSON AUTOS, Ltd., Sanderstead Rd., South Croydon. Sanderstead 4260. [9253

1½-litre saloon required by Angior, 140, Golders Green Rd., London, N.W.11. [0532

POST-WAR Riley required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0847

CASH buyers of low mileage 1½-litre Rileys; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0799

URGENTLY required, good pre-war Riley.—Hatfield, 154, Gt. Titchfield St., W.1. Langham 0012. [9132

Riley Cars Wanted

CYRIL SHEPPARD urgently require 1½- and 2½-litre models.—Basinstoke Rd., Riseley, Berks, Reading 83147. [9279

BLAKES, Riley distributors, will purchase any non-Covenant Riley cars.—110, Bold St., Liverpool, 1. Tel. Royal 6622. [7735

JACK ROSE, Ltd., require low-mileage Riley cars.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [7672

MOTOURISTS (LONDON), Ltd., are immediate cash buyers of post war Riley saloons.—Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [7395

WANTED 1947 1½-litre Riley in part exchange for 1949 Vauxhall Wyvern, 6,000, in new condition and small cash adjustment.—Stockman, Bletchingley, Surrey. [9235

Riley Spares and Service

ARCOT MOTORS, Ltd.

ARCOT MOTORS, Ltd.—Preselector gear boxes; exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0238

BOON & PORTER, Ltd.,

RILEY distributors.—Spares and specialised service.—Castelnau, Barnes, S.W.13. Riverside 4444. By Hammersmith Bridge. [0147

READING.—Hewens Garages, Ltd., for Riley spares and service. Tel. 4436. [0209

FOR Riley service consult the Riley specialist.—W. T. Mason & Co., 2, Ley St., Ilford (Tel. Ilford 0961). [0472

HARTLEY'S for Rileys, spares and service.—165-171, Stanstead Rd., Forest Hill, S.E.23. Forest Hill 2244-5. [0246

WARD & Co. (PUTNEY), Ltd., coach and mechanical repairs quick and efficient service.—38, Felsham Rd., Putney, S.W.15. Put. 5731-2-3. [0892

REX NEATE, Shamblehurst Lane, Botley, Southampton, specialised Riley service, large stocks of spares; prompt attention.—Enquiries to Botley 132. [8560

WHEN in the West, consult the Riley specialists; comprehensive stock of spares and immediate attention.—Passey Motors, Ltd., 176, Kellaway Ave., Bristol, 7. Tel. 43069. [0254

RILEY distributors for 29 years.—Comprehensive list of spares; quotation and advice invited; send your engines for complete overhaul by specialists.—Moss's Agencies, Ltd., High St., Leamington Spa. Tel. 67. [1258

RILEY CAR SERVICE (LONDON), Ltd., carry the largest stock of Riley spares in the country; special equipment for mechanical and coach repairs.—Carkers Lane, Highgate Rd., London, N.W.5. Gul. 5446. [0092

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H R OWEN, Ltd.,

LONDON'S leading retailers of Rolls-Royce and Bentley cars, offer the following from their carefully selected stock:—

1938 Rolls-Royce fixed head coupe by Freestone and Webb. Ref. H.4031.

1936 Rolls-Royce 4-door saloon by Park Ward. Ref. H.2874.

ROLLS-ROYCE SilverWraith 4-door saloon by Hooper. Ref. H.4220.

ROLLS-ROYCE Silver Wraith Sedanca de Ville by H. J. Mulliner. Ref. H.3120.

ROLLS-ROYCE Silver Wraith sports saloon by Park Ward. Ref. H.3990.

ALL the above cars are in superlative condition; all carry our unique six months' guarantee; full particulars on enquiry, quoting make, hp and reference number, to:—

H. R. OWEN, Ltd.,

PROUD members of the Swain Group,

17, Berkeley St., London, W.1. Mayfair 7581 (6 lines).

ROLLS-ROYCE and Bentley repairs carried out with promptitude and efficiency at the Service Depot of H. R. Owen, Ltd., at Swain Corner, North Circular Rd., Brent Cross, Hendon, N.W.4. Tel. Speedwell 1196-7.

H HOFFMANN'S, of Halifax.

MEANS cars of distinction.

ROLLS-ROYCE Silver Wraith Sedanca de Ville by H. J. Mulliner. Ref. H.3120.

ROLLS-ROYCE Phantom II Sedanca de Ville by H. Barker. Ref. H.3450.

ROLLS-ROYCE Phantom II sports saloon by Barker. Ref. H.3799.

ROLLS-ROYCE Wraith sports saloon by Park Ward. Ref. H.4031.

ROLLS-ROYCE Wraith saloon with division by Park Ward. Ref. H.3703.

ROLLS-ROYCE 20-25 saloon by Park Ward. Ref. H.2874.

ROLLS-ROYCE 20-25 sports saloon by Mann Egerton. Ref. H.2847.

ROLLS-ROYCE 20-25 limousine by Park Ward. Ref. H.3918.

ROLLS-ROYCE 20-25 4-light saloon with division by A. Mulliner. Ref. H.2545.

ROLLS-ROYCE 20-25 limousine by Windover. Ref. H.1533.

ALL the above cars are in superlative condition; all carry our unique six months' guarantee; full particulars on enquiry, quoting make, hp and reference number, to:—

HOFFMANN'S, of Halifax,

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OPEN 8 a.m. to 7 p.m. (week-days).

HOFFMANN'S GARAGE, Ltd., Huddersfield Rd., Halifax, Yorkshire. Tel. Halifax 5944 (10 lines). [8645

HEARSES.—1950 Silver Wraith 5-door Bearer, also 3-door Deck, exclusive designs, lavishly equipped, also Phantom III and 25/30hp 6-bearer complete, 1950 streamlined coachwork, immediate delivery; inspection invited; photographs despatched.—Aloe & Saunders, Providence Court, Grosvenor Square 2941-Mayfair. [8715

ROLLS-ROYCE

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CAR MART, Ltd.

ROLLS-ROYCE 20-25hp 1935 7-seater limousine by Barker, 11,000 miles; £1,275.

ROLLS-ROYCE 25-30hp 1937 4-light saloon by H. J. Mulliner, 41,000 miles; £1,775.

ROLLS-ROYCE Phantom III 1938 sports saloon by Thrupp & Maberly; £1,595.

CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [8861

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1935 25hp Rolls-Royce owner driver saloon, Freestone & Webb.

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1934 25hp enclosed drive limousine, Rippon Brothers.

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JACK OLDING of Mayfair,

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PHANTOM III owner-driver semi-razor-edged saloon with division and commodious boot by Freestone & Webb; finished green and black; overhauled 1948; first registered December, 1936; most attractive car.

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WE are anxious to purchase 20hp and 25hp Rolls-Royce and 3½-litre Bentleys, with all types of coachwork.

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BOTH the above cars have been reconditioned in our own works and carry our guarantee. [3647

1928 Rolls-Royce Phantom I coachbuilt 9-seater bus body; £295. Also

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1935 Rolls-Royce 20-25 owner-driver saloon by Barker, black, brown hide, exceptional condition; £1,195.

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1934 Rolls-Royce 20-25 limousine by Barker; £1,295.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [8774

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COMPTON, 69, Westow St., Crystal Palace, S.E.19. Livingstone 3362. [9119

1935 Rolls-Royce 40/50 Phantom II, fitted with Barker Sedanca-de-Ville, low mileage.—R. Poole, 24, The Albany, Liverpool, 3. Tel. Central 4021. [9209

BARTLETT.—Rolls-Royce, registered 1937, 25hp F. & W. sports saloon, speedometer 18,000 only, immaculate condition; £1,650.—27a, Pembridge Villas, W.11. [8334

1936 25/30 Rolls-Royce H. J. Mulliner sports saloon, radio, unusually fine car.—Gavin Fairfax, Ltd., Virginia Water, Surrey. Tel. Wentworth 3154. [9087

25-30hp Rolls-Royce 4-door cabriolet by Wingham, chassis overhauled by Rolls-Royce, magnificent convertible coachwork, finished in black with blue upholstery; £1,850.

OFFERED by Clarke's of Pirbright, Automobile Engineers. Officially appointed Retailers and Repairers of Rolls-Royce cars. Tel. Brookwood 2201-2-3. [6559

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1934 Rolls-Royce saloon, body by Mulliner with division; hide upholstery; owner-driven; cannot be faulted. £650.—Matthews of Stockwell, 55-59, Stockwell Rd. Brixton 6555 and 2026. [9324

£850.—Exceptionally beautiful 25hp sports saloon with sweeping back, £500 overhaul at Rolls, £400 at coachbuilder, all bills shown.—White Cottage, Hyde Heath, Amersham, Bucks. Chesham 254. [9238

1937 Rolls-Royce Phantom III, in yellow and black, 7-seater partitioned limousine, with face forward seats, superb condition internally and mechanically, any trial; £1,600.—Groom & Sons, Towcester, Northants. [4420

WRAITH Owner-driver 1939/1941 Park Ward 4-door semi-mitred edge Sports Saloon, capacious boot, leather throughout, bucket seats, black, 44,000, delightful condition, mechanical guarantee certificate. Seen:—Alpe & Saunders, Providence Court, Grosvenor Square. 2941-Mayfair. [8711

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LIMOUSINES.—1937/1938 Windover Hooper (30hp) 7-forward, partition, black, immaculate, magnificent carriages, exceptional value

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PHANTOM III.—Limousines, 1937/1938 Hooper, Barker, widest occasionals, low mileages, swept tail, reasonable cost.

LIMOUSINE.—1939 Wraith, double enclosed, widest occasionals, Windover, 30,000, black, immaculate. Seen:—

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1939 Rover 10 four-door six-light sliding roof saloon with large rear opening luggage boot, 34,000 miles only; this car is as new throughout, bodywork finished in blue with blue leather, a really magnificent car; £535.

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1940 Rover 10 saloon, exceptionally nice condition.—Autowork, Ltd., Winchester. Tel. Winchester 4834. [8672

1938 Rover 10 saloon, black, mechanically excellent, tyres good; £335.—Davidson, 6, Pierrepoint Rd., Acton, W.3. Acorn 1127. [9210

1946 Rover 10 saloon, black, with brown upholstery, in almost new condition; £925.—R. F. Fuggle, Ltd., Bushey Heath, Herts. Tel. 1685. [8837

1946 Rover 10hp, black, brown leather upholstery, in new condition, fully taxed; £850.—Linington Bros. (1945), Ltd., Swan St., Portsmouth. Tel. 74102. [9241

ROVER 12

GUY SALMON AUTOMOBILES offer:—

1947 Rover 12 saloon, indistinguishable from new; £1,250.—Portsmouth Rd., Thames Ditton. Emberbrook 4343. [9093

ROVER 12

1939 Rover 12 6-light saloon, in immaculate condition; £545.—Birkett Motors, Ltd., 72-74, High Rd., South Woodford, E.18. [8984

1947 (Sept.) Rover 12 saloon, black, brown leather, 7,000 miles, as new; £1,175.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [8587

£495.—1938 Rover 12 sports saloon, unmarked specimen car.—Great Western Motors, Ltd., 6-8, Bishopsbridge Rd., W.2 (Paddington Station). Ambassador 1061-2. [8814

1947 (Dec.) Rover 12hp 6-light saloon, grey, blue leather, radio, genuine 14,000 mls., as new; £1,025.—Gibsons Sports Cars (Xchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 912. [7974

1948 Registered January Rover 12 saloon, almost spotless inside and out, black with green hide upholstery, one owner; £1,095.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [7005

ROVER 14

BROOKLANDS

OFFER:—

1947 Rover 14hp saloon, black, speedometer reading 11,000 miles.

103 New Bond St., W.1. Mayfair 8351-6. [8913

J. DAVY offers:—

1947 Rover 14, 6 light saloon, black-brown hide upholstery, one owner, 7,000 miles; £1,185.

J. DAVY CAR SALES, 9, Logan Place, Earls Court Rd., W.8. Western 6493. [7401

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1940 Rover 14hp saloon de luxe, immaculate condition; £615.—Browns Garage, Loughton (Essex) 4119 (Tube). [6469

PAUL STREET GARAGE, Ltd., offer:—

1937 Rover 14 sports 4-door 4-light sliding roof saloon, with rear opening luggage boot, finished in black with blue leather upholstery, a really magnificent car; £465.

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ROVER 14hp speed saloon, new Rover engine, 3 carburettors, total mileage of 36,000, colour green and green; £475.—Woking Motors (Maybury Hill), Ltd., Woking 1926. [6462

1935 Rover 14 saloon, black, in exceptionally good condition throughout; bargain; £200.—Wembley Court Motors, High Rd., Wembley. Tel. Arnold 5221. [5063

1946 (June) Rover 14, one owner, black, brown, leather; £750.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendal Central, N.W.4. Tel. Hendon 8084-5-6. [8805

1947 Rover 14 saloon de luxe, privately owned, small mileage, as new throughout, fitted loose covers, radio, colour black, taxed, available 1st week May; £1,150; for appointment to view apply owners agents.—The Toll House Garage, Slinfold, Sussex. Tel. Broadbridge Heath 129. [8619

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J. DAVY offers:—

ROVER 16 6-light saloon, 1947, as new, 12,000 miles; £1,295.

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CHARLES FOLLETT, Ltd., offer:—

1946 (Nov.) Rover 16 saloon, brown hide, 1 owner, 23,000 miles, very good order throughout, at present undergoing pre-resale check-over.

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1947 (July) 16 Rover sports saloon, 3,000 miles, black, fawn interior; £1,375.

1947 (July) 16 Rover 4-light sports saloon 7,000 miles, grey, blue leather, as new; £1,295.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [8586

1947 Rover 16 6-light saloon, maroon, leather, mileage 11,000; £1,150; trade enquiries welcomed.

H. C. PAUL, Ltd., 32, Bruton Pl., Berkeley Sq., W.1. Mayfair 0821-2. [8655

£550.—1940 Rover 16 6 light saloon, reconditioned by Rovers 18 months ago and in magnificent order throughout, terms, exchanges.

COACHCRAFT, Elm Rd., Evesham. Tel. 6539. [9871

1938 Rover 16, maker's new engine fitted, immaculate condition, a really nice motor car; £465.—Manor Circus Motors, Richmond 4004. [9334

£1195.—Rover 16hp sports saloon, black, with blue leather, 15,000 miles, H.M.V. radio, licenced December, almost as new.—96 & 98, Upper Richmond Rd., Putney. Tel. 4591. [9278

1947 Rover 16 saloon, maroon, one owner only, chauffeur kept throughout life of car, fitted suitcases, 30,000 miles and in excellent condition, owner taking delivery of new car; £1,250.—Regent 2901, extension 19. [8911

1938 Rover 16hp 6-light saloon reconditioned engine fitted, whole car recellulosed new head lining and mats, fitted in really excellent condition throughout.—Shaw Motors, Ltd., 666-678, Garratt Lane, London, S.W.17. Wim. 3031-2. [5950

ROVER 20

SM offer:—

1939 20hp Rover sports saloon de luxe, maroon, in excellent condition and first class mechanically, reasonable figure.

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ROVER 60 & 75

1948 75 Rover 6-light saloon, 11,000 miles, black, red leather, as new; £1,450.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338 [8585

ROVER 60 & 75

WARWICK WRIGHT, Ltd., offer:—

1948 Rover 75 six-light saloon, black, red leather, 8,000 miles; £1,575.

1948 Rover 75 sports saloon, black, grey leather, 8,000 miles; £1,575.

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MANN EGERTON & Co., Ltd., offer:—

1948 Rover 75 6-light saloon, black with red leather upholstery, 14,000 miles, immaculate condition throughout.

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1948 (Nov.) Rover 75 sports saloon in green, 5,000 mls., £1,485; 1948 (Oct.) Rover 60 sports saloon in grey, 4,000 mls., £1,350.—Gibsons Sports Cars (Xchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 912. [7973

1948 (March) Rover 75 6-light saloon, guaranteed mileage 9,000 only, one private owner, finished black, green leather upholstery, absolutely in new condition throughout; offered with written guarantee; trade enquiries welcomed.

MOTOURISTS (LONDON), Ltd., Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [6391

1948 (December) Rover 75 4-light sports saloon, 10,000 miles only, finished most attractive grey with grey leather upholstery, built-in H.M.V. radio, heater, taxed December, a really immaculate car throughout, offered with written guarantee; trade enquiries welcomed.

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1937 Rover 16 saloon, black and beige, excellent condition.

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WE welcome any inspection.

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GORDON CARS (LONDON), Ltd.—1948 Rover 75 saloon, grey, 5,000 miles.—Below.

GORDON CARS (LONDON), Ltd.—1947 Rover 12 saloon, 7,000 miles, positively as new.—Below.

GORDON CARS (LONDON), Ltd.—1946 Rover 12 saloon, black, one owner.—Gordon House, 375, Euston Rd., N.W.1. Euston 6611. [8743

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CAMDEN MOTORS.—Rover 10hp saloon, 1938, black with brown leather upholstery, radio, attractive examples; £595.

CAMDEN MOTORS.—Rover 10hp saloon, 1940, identical features to post-war model, superior mechanical order; £565.

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CAMDEN MOTORS.—Rover 12hp saloon de luxe, 1937, coachwork in excellent condition, finished black, maroon interior, half tax for considerable period, moderate use only; £445.

CAMDEN MOTORS.—Rover 12hp sports saloon, 1939, attractively finished in blue, tip top mechanical order; £545.

CAMDEN MOTORS.—Rover 12hp saloon de luxe, 1939, finished original black, with very clean brown interior, outstanding engine, several extras; £595.

CAMDEN MOTORS.—Rover 12hp saloon, 1947 model, radio, one owner since new, low mileage, immaculate condition; £945.

CAMDEN MOTORS.—Rover 14hp sports saloon, 1936, scarce model, late type features, opportunity; £245.

CAMDEN MOTORS.—Rover 14hp saloon de luxe, 1936, original cellulose, very lively and economical engine; £295.

CAMDEN MOTORS.—Rover 14hp saloon de luxe, 1938, radio, overhauled and in outstanding mechanical condition; £425.

CAMDEN MOTORS.—Rover 14hp saloon de luxe, 1939, very attractively finished in dove grey; £625.

CAMDEN MOTORS.—Rover 14hp saloon, 1940, all late type features as 1947 model, first-class engine; £695.

CAMDEN MOTORS.—Rover 14hp saloon, 1946-47, very carefully maintained and serviced; £895.

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CAMDEN MOTORS.—Rover 14hp saloon, 1947, very attractive and desirable car, low mileage, special features, excellent mechanical order; £975.

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CAMDEN MOTORS.—Rover 16hp Salmons Tickford d/h coupe, 1939, finished metallic silver, moderate mileage, very outstanding appearance; £565.

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CAMDEN MOTORS.—Rover specialists, Lake Street, Leighton Buzzard, Beds, phone 2381 and 3115. Over 70 Rovers in stock, also 250 cars of other makes. Write for our 18-page post-free stock list; easy and confidential hire purchase facilities, part exchanges; free delivery of any car, anywhere in the United Kingdom. Near main line L.M.S. station, frequent trains from Euston and Watford take only 50 minutes, or by road, under 4 miles off main A5 Watling Street. [8993

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ROWLAND SMITH'S, the Rover buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0985

COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY wanted, good condition, pre-war and post-war Rover cars; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [6138

WANTED, post-war Rovers, all models.—Send details to:—
ARNOLD G. WILSON, Ltd 232, Harrogate Rd., Leeds, 7 Tel. 41014-5. [0021

ROVER 10 or 14 wanted.—Gordon Wooderson, 48a, Drewstead Rd., S.W.16. Streatham 8638. [5955

URGENTLY required, good pre-war Rover.—Hatfield, 154, Gt. Titchfield St., W.1. Langham 0012. [9133

WANTED, 1948 or 1949 Rover 75 saloon; state lowest cash price and mileage.—Thomas, South St. Wells, Somerset. [7744

JACK OLDING, Ltd. 8-10, North Audley St., W.1. Rover retailers, require cars in first-class condition. Mayfair 5242. [0816

ALBONS of Barking purchase for cash post-war Rover cars.—105-7, Longbridge Rd., Barking. Tel. Rippleway 1285. [0464

BLAKES, Rover agents, will purchase any non-Covenant Rover car.—110, Bold St., Liverpool, 1. Tel. Royal 6622. [7736

JACK ROSE, Ltd., require low mileage Rover cars.—Jack Rose, Ltd., Stafford Rd., Wallington Surrey. Wallington 6677-8. [7673

CASH buyers of low-mileage Rover 10s, 12s, 14s, 16s, 60 and 75; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0800

MOTOURISTS (LONDON), Ltd., are immediate cash buyers of post war Rover saloons.—Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [7396

URGENTLY wanted, good condition Rover cars.—Brown's Garage, 3 mins Loughton Tube Station, 199 High Rd., Loughton Essex. Loughton 4119. [2441

DAVID ROSENFIELD, Ltd., Rover Distributors, are anxious to buy small mileage out-of-covenant Rovers.—76, Deansgate, Manchester. Tel. Deansgate 5455. [0554

CAMDEN MOTORS require to purchase Rover saloons and drop heads of all horse-powers in good clean condition, 1938-40 and post-war; write, call or 'phone, stating price required.

CAMDEN MOTORS, Ltd., the best Rover buyers, Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115. [7922

RAYMOND WAY the hire-purchase specialists, are still buying pre-war Rovers, any models, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5843

Rover Spares and Service

R. P. POWELL (MOTORS), Ltd., East London main dealers for Rover sales, service and spares.—321, Romford Rd Forest Gate, E.7. Maryland 4618-9. [0403

DAVID ROSENFIELD, Ltd., Rover Distributors, Lancashire and Cheshire; very large spares stocks available.—Cheetham Hill Rd., Manchester, 8. Tel. Blackfriars 2302. [0555

R. H. COLLIER & Co., Ltd., South Yardley, Birmingham distributors, carry one of the largest stocks in the country, comprehensive spares and repairs service. Tel. Aco 1681. [0268

SIDDELEY SPECIAL

£350 Siddeley Special 5-litre sports saloon.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [7227

£300—Siddeley Special sedanca de ville, 7-seater, face forward occasionals, winding division, forward compartment black leather, rear in beige suede, a very outstanding car, petrol from December; suit hire service or hotel.—Ellbank Motors, Elibank Rd., Eltham 6240. [9075

SINGER

CAR MART, Ltd.

SINGER 10 1949 saloon, 3,000 miles; £725.

SINGER Super 12 1949 saloon, 7,000 miles; £825.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [8862

J. DAVY offers:—

NOVEMBER, 1947, Singer 10 de luxe saloon, excellent condition; £625.

J. DAVY CAR SALES, 9, Logan Place, Earls Court Rd., W.8. Western 6493. [8922

SIMPSON'S MOTORS offer:—

1936 Singer 4-seater sports, immaculate condition, one owner, tyres, upholstery and hood good condition; £290.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists). Wembley 3903. [9116

MEBES & MEBES, Ltd. (Est. 1893) offer:—

1948 Singer Super 10hp de luxe saloon, black, brown upholstery, coachwork, mechanical condition and tyres as new, one owner, practically a new car; £675.—The Broadway, Mill-Hill, N.W.7. Tel. Mil. 2040. [8657

149gns.—1935 Singer 9 sports coupe, excellent condition.—Autosnips, 5, Balham High Rd., Balham 1509. [9175

GORDON CARS (LONDON), Ltd.—1947 Singer Super 10 saloon, black/brown leather, 13,000 miles, exceptional order.—Below.

GORDON CARS (LONDON), Ltd.—1947 Singer 9 Roadster, black, 15,000 miles.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [8744

SINGER 10 roadster, 1946, new tyres, very clean car; £495.—S. & S. Motors, 165a, Westbourne Grove, W.11. Tel. Bayswater 1644. [7670

295gns.—Singer 9, Oct. 1939, sports roadster, black, red leather, new hood, good condition; terms, exchanges.—Rowland Smith, below.

195gns.—Singer 9, 1935, Le Mans sports 4-seater, red, year's tax; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [9035

1948 Singer Super 10 saloon, maroon, very nice order; £585.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [8687

£105 or by instalments.—1934 Singer 9hp saloon, 3 months' written guarantee; £105.—Stuart Wilton, 353, Finchley Rd., N.W.3. Hampstead 5712 and 8532. [9084

£35.—1926 Singer saloon 9hp, a classical car which is mechanically perfect, can be driven away.—P. H. Kendall, Mayfields, The Linkway, Sutton, Surrey. Vigilant 1264. [9216

1947 Singer 10, maroon, leather, 10,800 miles, one owner, faultless condition; £565 or nearest.—St. Keverne, Oxenden Wood Rd., Chelsfield, Kent. Farnboro' (Kent) 807. [9222

10hp saloon, 1948, one owner, 6,000 miles, finished maroon, condition as new; £675.—Recommended by The Singer Distributors, 140, Golders Green Rd., N.W.11. Speedwell 0011. [7804

£160—1935 9hp Singer Le Mans 4-seater, 5 excellent tyres, fitted new battery, trafficators, carbs., windtone horns, spotlight, rad. mascot, petrol book, decarbonised.—G. Murphy, 4, Hyslop St., Kelloholm, Dumfries-shire. [8545

£275.—1939 Singer 9 sports Roadster, reconditioned engine, taxed year, new tyres, mechanically like new, excellent appearance.—Great Western Motors, Ltd., 6-8, Bishopsbridge Rd., W.2. (Paddington Station). Ambassador 1061-2. [8815

1947 Singer 9 Roadster 4-seater, black, with brown upholstery, small mileage (under 16,000), taxed to the end of the year at full rate, in excellent condition; £475 or near offer.—C. Hayward & Son, 20-40, New St., Ashford, Kent. Ashford 334. [8798

Singer Cars Wanted

CMT HE CAR MART, Ltd., wish to purchase Singer cars.—150, Park Lane, W.1. Grosvenor 3434. [0719

ROWLAND SMITH'S, the Singer buyers.—Hampstead High St (Hampstead Tube). Ham. 6041. [0986

GATEHOUSE MOTORS are regular buyers of good clean Singer cars.

GATEHOUSE MOTORS, Ltd., Highgate Village, London, N.6. Mountview 4444. [8940

CASH immediately for good Singer.—H. P. Edwards, 28, Upper High St., Epsom 9400. [9143

POST-WAR Singer required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0848

BRITISH & COLONIAL MOTORS, Ltd., require good Singer cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [8785

RAYMOND WAY, the hire-purchase specialists, are still buying Singers, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.8. Maida Vale 6044 (10 lines). [3129

Singer Spares and Service

AUTOMENDERS are specialists in Singer service and overhauls.—Automenders, Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6496. [0754

GORDON CARS (LONDON), Ltd., the London Singer distributors, for spares, repairs, and service.—St Albans Lane, Golders Green, N.W.11. Speedwell 4701-2

SINGER spare parts for 9 10 and 12hp 1936/1949 models; please quote chassis No.—Singer Distributors for Somerset and S. Glos.—Allens of Bristol, Berkeley Square Bristol, 8. Tel. 22514. [0217

SPORTS CARS

BLAKES,
THE Northern Sport and
RACING Car Specialists.
BUY and sell racing and sports cars of all types; specialists in vintage Bentleys; write for lists and quotations.
J. BLAKE & Co., Ltd.
110, Bold St., Liverpool.
ROYAL 6622. 'Grams: Autocar, Liverpool. [4000

B. & G. MOTORS, offer:—

£145—Alvis 12/50 Beetleback open sports 2/3-seater, taxed, black and red, new hood, big port engine P100 headlamps, new sidelamps, excellent brakes, battery, etc., engine alleged to have been recently bored and sleeved, goes like a rocket, a really fine reliable vintage car that is a delight to drive.

£145—Austin 747cc supercharged Ulster type 2-seater, red and chromium, foldflat and aero screens, quick fillers, etc., a little snorter.

£110—Wolseley Hornet (March) special 12hp sports 2/4-seater, black, really nice engine, new king pins, etc., 5in rev counter and speedo., foldflat screen, twin carbs, knock-on wheels, etc., cellulose a bit "chipped" here and there.

MANY others.—B. & G. Motors, Early Mews, Arlington Rd., Camden Town, N.W.1. Gulliver 3578. [8842

SCUDDER & WALL offer:—

1928 6½-litre Bentley, in perfect mechanical order, with new body, hood and tonneau; this streamlined motor is a very cleverly disguised commercial vehicle and though apparently a 2-4-seater, it has a colossal carrying capacity for goods; tax is £25 yearly and being a commercial vehicle it runs on red petrol; £200 or near offer.

1925 Mercedes 1½-litre supercharged modern low built amateur 2-seater body, aero springs, dashboard full of instruments, very fast, vintage motor; offers or preferably exchange for Alvis, Lancia, Alfa, etc., up to 20hp 3- or 4-seater.

WE are always happy to purchase reliable vintage and sports cars.

OPEN all day on Saturdays.

PART exchanges welcomed.—35, Marylebone Lane, Wigmore St., London, W.1. Welbeck 8065. [9096

CHARACTER CARS offer:—
BUGATTI 2.3 ex-Oliver Type 35B, road equipped (starter and dynamo), Grand Prix 2-seater.
ALFA-ROMEO 1934 supercharged 1,750 c.c. 4-5-seater drop head coupe, imported October 1949, £10 tax.
ALVIS 1930 Silver Eagle beetleback 2-3-seater.
BENTLEY 1924 short chassis 2-seater.
CHARACTER CARS, 124-126, Haydons Rd., Wimbledon, S.W.19. Liberty 6285-6. [9148

RAYMOND WAY, the hire purchase specialists!

RAYMOND WAY, of Kilburn.

50 sports cars of all types under £300.

5% discount for cash customers.

CARS and motor cycles wanted in part exchange.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6 (150 yds. Kilburn Park Station, Bakerloo Line). Mal. 6044 (10 lines). [3577

SPEEDSTERS Ltd.—The best sporting cars in the country.

SPEEDSTERS, Ltd., A.C., the rare short chassis Competition sports 2/4-seater, previously owned by the nephew of A.C.'s managing director, 2-litre, 15hp, ohc, 80bhp, 3 carburettors, aluminium block, wet liners, 5 bearing crankshaft, telecontrols to both axles, 5 new heavy duty tyres, £36 respray in gunmetal, new hood, tonneau cover and envelope in blue silk mohair, new side screens; £350.

SPEEDSTERS, Ltd., A.C., Alfa, Aston, Bentley, Bugatti, Cord, Invicta, Jaguar, Mercedes, M.G., Minerva, Vauxhall.

SPEEDSTERS, Ltd., offices at "Old Straddles," Cross Oak Lane, Salfords, Nr. Redhill, Surrey. Horley 628. 28 minutes from Victoria. [8873

PERFORMANCE CARS, of 21, Daleham Mews, Belsize Lane, N.W.3 (Ham. 8707), offer with 3 months' written guarantee:—

1947 H.R.G. 1½-litre aerodynamic 2-seater, Concours d'Elegance winner, outstanding, £725; 1933 Alvis Firefly saloon, choice of two at £115 and £140; 1934 M.G. J.2 2-seater, £200; 1933 M.G. J.2 2-seater, £175; 1933 M.G. 18-80 V.D.P. tourer, exceptional, £175; 1926 M.G. bull-nosed salonette, amazing condition, one owner director of Morris Garages, £150; 1936 M.G. 2-litre saloon, body rough, £165; 1936 Renault 18hp drop head foursome, £160; 1935 Renault 14hp saloon, £100; 1933 Talbot 105 drop head foursome, £200; 1927 Bentley 3-litre Blue Label drop head coupe by Mulliner, £185; 1926 Bentley 3-litre Red Label 2-seater, £225; 1934 Morris Oxford tourer, £65; 1926 Morris Cowley 2-seater with dickey, £40; 1934 Vauxhall 14 tourer, £175; 1934 Austin 7 nippy 2-seater, fitted latest 3-bearing crankshaft engine, £16; 1931 Wolseley Hornet 2-seater, £120; immediate insurance; hire purchase on all cars; no written enquiries until further notice. [9077

£375—Hotchkiss 3½-litre sports coupe, outstanding performance and condition, new tyres, etc., beautiful car in every way.

£175—1934 E.W. special Wolseley Hornet four-some coupe, lovely condition, new wheels and over size tyres, everything working and in nice tight order, taxed.

£135 Wolseley Hornet E.W. sports 4-seater, very good runner and above average performance.

£105—Austin 7 1934 open 4-seater, excellent order, good hood, side screens, etc., very economical, taxed.

£95—Morris 8 special cutaway sports 2-seater, good hood, side screens, etc.

£75—Riley 9 semi-sports 4-seater, very sound and reliable car.

SEE also under Alvis.

ALTON GARAGE, the Alvis People, 17, Brook Mews North, Craven Rd., Paddington 3952, 4710. [8880

SPORTS CARS

£195.—1937 Austin Nippy sports 2-seater, specially fitted Ford 8hp engine and gear box, terrific performance.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [9318

GRAND Prix Salmson 2-seater, red, original and genuine throughout, sleeved, new pistons, exceptional condition for its age, extra spare; £95.

V. W. DERRINGTON, Ltd., 159, London Rd., Kingston 5621. [8171

VAUXHALL 30/98 Model E, original Velox body, good mechanically excellent, taxed only 7 years since new; £250.—Davidson, 6, Pierrepoint Rd., Acton, W.3. Acorn 1127. [9211

1936 Riley Lynx Sprite 4-str. tourer, recent overhaul to engine, steering, carburettors, new tyres, in really exceptional condition throughout; £350 or near offer.—Tel. Emberbrook 5115. [9230

WOLSELEY Hornet Swallow four-seater, new hood, V tyres, sidescreens, 5in rev counter, speedo, etc., twin S.U.s, stoneguard, slab tank, spring wheel, remote control 4-speed.—Broadway Garage, Shanklin Rd., Crouch End. Mountview 5295 [9335

125 m.p.h. Alta sports 2-seater, certain club race winner (standing kilometre 29.45 seconds at Essex Motor Club speed trials last Sunday, March 26, subject to official confirmation), also 130 m.p.h. Veritas and numerous other really fast sports cars.

ANTHONY CROOK MOTORS, Town End, Caterham Hill, Surrey. Tel. 466. [8506

TRIUMPH Gloria 1936 sports 2-str. Monte Carlo Special 2-litre, excellent condition, P.100 headlamps, twin spares, road and aero screens, free wheel optional, tonneau cover, hood and new side curtains; £225.—After 5 p.m. or week-end, Brixton 4285. Terms privately arranged if required. [9172

325 gns.—Bentley 1928 series (reg. Oct. 1935) Red Label 3-litre short chassis Speed Model sports 4-seater, British racing green, leather upholstery, tonneau cover, Bosch horn, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [9044

ALFA-ROMEO (registered 1948) 17-50 supercharged twin cam Zagato 2-seater; Aston Martin Le Mans short chassis; Bugatti Type 51 Grand Prix; Bugatti Type 37 Grand Prix; Bugatti Type 43A supercharged roadster; Hotchkiss Paris-Nice sports saloon; Riley Brooklands competition 2-seater; Delahaye 135MS 1939 model open 2-4-seater, beautiful condition.

CHIPSTEAD MOTORS, The Onslow Garage, 197, Fulham Rd., London, S.W.3. Flaxman 0052. [8759

VERY special Alvis Speed 20, British racing green, excellent paintwork, disappearing hood, twin Autopulses, new Lucas dual wiper, Hasag fog lamp, twin horns, André steering steady, 7 good tyres, 2,560 miles since resleeved, new bearings fitted and brakes relined; excellent performer, 0-70 in 27secs; any trial, photo on request; £400 or near offer or exchange Ford 8 or 10, adjustment either way.—Gordon, "Eastleigh," S. Austell. [8482

Sports Cars Wanted

ROWLAND SMITH'S the sports car buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0987

CHARACTER CARS

URGENTLY require to purchase vintage sports cars. Please send details and photograph to the address below for immediate attention; distance immaterial.

CHARACTER CARS, 124-126, Haydons Rd., Wimbledon, S.W.19. Liberty 6285-6. [9149

Sports Cars Spares and Service

RILEY close ratio gear box, suit 1,100cc engine; £25; remote control available.—Box 3787. [8542

AUTOMENDERS are enthusiastic repairers, tuners and modifiers.—Automenders, Lowther Garage, Perry Rd., Barnes, S.W.13. Riverside 6498. [0755

S.S.

95 gns.—S.S.II, 1934, 12hp sports saloon, black, cream wheels, sliding head, green leather; terms, exchanges.—Rowland Smith, below.

195 gns.—S.S.I, 1935, 16hp Airline sports saloon, black, sliding head, blue leather, 2 spare wheels, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [9036

S.S. Cars Wanted

ROWLAND SMITH'S, the S.S. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0988

STANDARD 8

J. DAVY offers:—

NOVEMBER, 1947, Standard 8 de luxe saloon, radio, spotlight, loose covers, one owner, 10,000 miles; £565.

J. DAVY CAR SALES, 9, Logan Place, Earls Court Rd., W.8. Western 6493. [8921

1946 Standard 8 4-seater, grey, low mileage, in perfect condition throughout; £365; trade enquiries welcomed.

H. C. PAUL, Ltd., 32, Bruton Pl., Berkeley Sq., W.1. Mayfair 0821-2. [8653

1939 Standard 8 open 4-seater, very good condition; £275.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [8692

STANDARD 8 saloon (Dec., 1946), black, one owner, 25,000 miles, engine reconditioned, immaculate condition, guaranteed; h.p. arranged; £430.

STANDARD 8 tourer, 1948, one owner, grey, 12,000 miles, as new; h.p. arranged; £440.

SIDCUP ROAD GARAGE, 550, Sidcup Rd., S.E.9. Tel. Elt. 3834. [9375

WALTER SCOTT, Ltd.—1948 Standard 8 tourer, black, 13,000 miles; one owner; as new; £465.—39, College Crescent, Swiss Cottage, N.W.3. Primrose 5914. [8945

1946 (June) Standard 8 de luxe saloon, beige, fawn upholstery, sliding roof, low mileage, taxed year, one owner, in perfect condition, 3 months' guarantee; £435; terms exchanges.

GEE CARS, Ltd., 60, Queenstown Rd., S.W.8. Tel. Macaulay 3363. [7846

395 gns.—Standard 8, Dec., 1946, tourer, grey, blue leather, moderate mileage, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [9037

STANDARD 9

1937 Standard Flying 9 saloon, guaranteed, £225. Payments.—Oldfield, 4, Russell Gdns. Mews, Kensington. Park 7780. [9178

1938 Standard 9 saloon, 37,000 miles, exceptional condition for age; £325.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Battersea 1166. [8900

STANDARD 10

£325.—Standard 10 1938 4-dr. sln. de luxe, exceptional appearance and mechanical condition, choice 3; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park. Park 5066-7. Open Mon. to Sat. 9-6. (50 yds Holland Park Tube.) [8534

STANDARD 12

J. DAVY offers:—

1948 (model) Standard 12 drop head coupe, black with fawn leather upholstery, one owner, superb condition, moderate mileage; £725.

J. DAVY CAR SALES 9, Logan Place, Earls Court Rd., W.8. Western 6493 [4068

ROUNDABOUT offer:—

1946 Standard 12hp saloon, grey with blue upholstery; £650.

ROUNDABOUT GARAGE, Western Ave., Greenford, Middx. Waxlow 1071-5. [8640

D. J. SHEPHERD & Co. (Enfield), Ltd., offer:—

1939 Standard 12 de luxe sun saloon, l.f.s., black with brown hide upholstery, reconditioned throughout, showroom condition; £450.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631. [3963

GATEHOUSE offer 1948 Standard 12 saloon, as new; £775.

GATEHOUSE MOTORS, Ltd., Highgate Village, London, N.6. Mountview 4444. [8944

1938 Standard 12 saloon, black, excellent condition throughout, an ideal fam'ly car; £325.

M.B. MOTORS, 336, New Cross Rd., London, S.E.4. Tideway 3779. [9007

£265.—1938 model Standard 12 de luxe saloon, bargain.—362, Upper Richmond Rd., East Sheen. [9976

1937 Standard Flying 12 saloon. A really good car.—Ferraris of Cricklewood, Ltd., 200-220, Cricklewood Broadway, N.W.2. Glad. 2234. [9170

1947 Standard 12 saloon, black, in good condition throughout, one owner; bargain, £650.—Wembley Court Motors, High Rd., Wembley. Tel. Arnold 5221. [5066

1948 Standard 12 drop head coupe, black/brown leather; £785.—L. F. Dove, Ltd., The Mid-Surrey Used Car Centre, Guildford Rd., Woking. Tel. 1282. [8580

1939 Standard 12hp saloon, blue, blue leather, new tyres, one owner, an exceptional car; £395.—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441. [8017

1947 Oct. Standard 12 saloon, grey, blue leather, one owner (qualified engineer), original tyres unpunctured, spare unused, show condition, taxed year, full basic; £875.—6, Annesley Drive, Shirley. [9258

1948 Standard 12 drophead coupe, colour black with green hide interior, 8,500 miles, a specimen example of this popular model; £775; exchanges.—Harold Webb Motors, Ltd., 338-340, High Rd., Ilford. Tel. Ilford 3151. [8930

1948 (September) Standard 12 drop head 4-seater coupe, grey and chromium, blue leather, particularly attractive car of immaculate appearance; offered with written guarantee at £795; exchanges, terms.—H. F. Edwards, 28, Upper High St., Epsom 9400. [9124

TANKARD & SMITH, Ltd., offer 1939 Standard Super 12 saloon, in polychromatic grey with brown leather, very nice condition externally, mechanically faultless; £435; 3 months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4801-2-3. [8590

STANDARD 14

CAR MART, Ltd.

STANDARD 14, 1948 saloon, 5,000 miles, £850.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [8863

STARNES MOTORS offer:—

£675.—14hp 1947 (May) Standard drop head coupe, black with green leather, done 17,000 miles, excellent order and condition.

£765.—14hp 1948 (January) Standard saloon, grey with blue leather, fitted radiomobile, loose covers, spot lamp, done 17,000 miles, very well kept car, in first-class order and condition.

STARNES MOTORS, Standard car sales and service specialists, 103, Cricklewood Broadway, N.W.2. Gladstone 2480. [9193

H. A. SAUNDERS, Ltd., offer:—

1948 Standard 14 saloon, black/green, radio, heater, 8,000 miles; £825.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner), Hillside 0024. [9402

ACLAND & TABOR, Ltd., offer:—

1946 Standard 14 d/h coupe, black, red leather, wireless, very low mileage and as new; £685.

APPLY North Road Garage, Welwyn. Tel. Welwyn 481. [8682

1947 Standard 14 drop head foursome coupe, black, red leather; £745.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [8896

239 gns.—1939 Standard 14 de luxe saloon, good condition.—Autosnips, 5, Balham High Rd., Balham 1509. [9174

1937 Standard 14 saloon, black, very good condition; £335.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [8693

GORDON CARS (LONDON), Ltd.—1948 Standard 14 saloon, grey/blue leather, 14,000 miles.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [8745

CASS'S MOTOR MART.—1939 Standard 14 touring saloon, black, just fitted factory engine, written guarantee.—5, Warren St., W.1. Euston 4110. [5017

STANDARD 14

1947 Standard 14, black with scarlet leather, genuine 10,000 miles, one owner; £750.

KENTISH & THOMSON, Ltd., 564-566, Wickham Rd., Shirley, Croydon. Springpark 3477/8. [9153

1948 (August) Standard 14 saloon, grey/red leather, one owner, 13,000 miles; £765.—C. A. Peto, Ltd., 42, North Audley St., W.1. Mayfair 3051. [7863

GARAGE proprietor offers own carefully used and well maintained 1947 Standard 14 saloon, black, red upholstery, low mileage, immaculate condition throughout; £650.

LORDS GARAGE, Ltd., 21-41, Wellington Rd., St. Jonn's Wood, N.W.8. Primrose 0015. [8567

1948 (Sept.) Standard 14 drop-head coupe, black, 11,000 miles most immaculate; £835.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [9102

£435.—1939 Standard 14 saloon, finished in blue, original car in beautiful condition, a rare bargain, first deposit secures.—Grove Garage & Motors, 322, Fore St., Edmonton, N.9. Tot. 4162. [8959

HILLWOOD MOTORS.—1939 Standard 14 drop head coupe, really elegant pre-war car in maroon, perfect condition throughout, a genuine bargain; £425.—565/7/9, Watford Way, Mill Hill Circus, N.W.7. Mill Hill 4232. [9143

TANKARD & SMITH, Ltd., offer 1947 Standard 14 saloon, in black with brown leather, low mileage, one careful owner, exceptionally clean car, £700; 3 months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4801-2-3. [8593

STANDARD VANGUARD

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

STANDARD Vanguard saloon, colour bronze, crown leather, complete with radio, first registered March 1949, mileage 9,900; £995.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [6500

PHILIP RICKARDS offer:—

1949 Standard Vanguard, grey, 9,900, radio, heater, perfect.—4, Brick St., Park Lane, London, W.1. Gros. 4772-3. [8904

TOM GARNER Ltd., offer:—

1949 Standard Vanguard saloon, gunmetal with red upholstery, radio, heater, etc., 6,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [8603

H. A. SAUNDERS, Ltd., offer:—

1949 Standard Vanguard, green leather, radio, heater, 3,000 miles; £1,025.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner), Hillside 0024. [9401

WARWICK WRIGHT, Ltd., offer:—

1949 Standard Vanguard saloon, steel grey, grey leather, 7,000 miles; £1,025.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [9285

1949 Standard Vanguard, 6,000 miles, 3 months' written guarantee.

EYRE, VENABLES & EYRE, Ltd., Fortis Green, London, N.2. Tel. Tudor 2291-2. [9372

1949 Standard Vanguard, black, with radio and tax; £935.

ERIC HAYES, Ltd., 22, Conduit Mews, Hyde Park, W.2. Tel. Paddington 0289. [9260

VANGUARD 1949, 9,000 miles, radio, leather, careful owner; £935.—Bartlett's, 27a, Pembridge Villas, W.11. [9182

1949 Standard Vanguard de luxe saloon, green, radio, 13,000 miles, in exceptional condition; £950.

SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13. Tel. Pal. Grn. 1205-7173. [8699

VANGUARD, out covenant, 7,000 miles, radio, maximum basic; 900gns.—John Brown, Scaynes Hill 50 and week-days Hop (London) 3155. [8961

ORDER your new Vanguard from Albert Farnell, Ltd., and be assured of prompt and efficient service.—75, Manningham Lane, Bradford. Tel. 28827-8. [0214

GORDON CARS (LONDON), Ltd.—1949 Standard Vanguard saloon, grey/grey leather, radio, 3,000 miles.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [8746

STANDARD Vanguard saloon, finished champagne with red leather; 11,000 miles; first registered February, 1949; £945.—Jack Olding, Ltd., North Audley St., W.1. Mayfair 5242. [9389

1949 (April) Standard Vanguard, 14,000 miles, radio, black, with red cloth upholstery, first-class condition; £885.—Corbitt & Taylor, 22, Conduit Mews, W.2. Amb. 6049. [8047

1949 Vanguard saloon, 4,250 miles, metallic green, red cloth upholstery, H.M.V. radio, heater, quite faultless; £995.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [7805

£975.—1949 Vanguard, jewellescent green, Radiomobile, heater, air conditioner, leather upholstery, taxed year, tyres unmarked, low mileage, faultless throughout.—Derrington, 159, London Rd., Kingston 5621/2. [9276

1949 Vanguard saloon, finished in Whitehall grey, with blue cloth upholstery; fitted heater; one owner; low mileage, a very attractive car which has been carefully maintained and which is in immaculate condition throughout; a car to be considered at the unrepeatable price of £925.

M.B. MOTORS, 336, New Cross Rd., London, S.E.4. Tideway 3779. [9004

1949 Standard Vanguard, green metallic cellulose, red interior, fitted radio and heater, very low mileage, spare unused, absolutely as new; £945.—Acres Autos, 10 and 11, Ascot Parade, Clapham Park Rd., S.W.4 (2 minutes from Clapham North Underground). Tels. Macaulay 5762 and Mal 2873. [3760

1949 (April) Standard Vanguard, finished green with green leather, 1,500 miles only, available immediately; also two others, finished grey, fully equipped, one with 1950 features; £975 and £995.—Cars may be seen and tried at G. P. Morley, Ltd., 54, Streatham Hill, S.W.12. Tulse Hill 4488. [8885

STANDARD VANGUARD

1949 Standard Vanguard, fitted radio, taxed year, small mileage; £975.—Moreton Garages, 61, Albert Embankment, S.E.11. Reliance 4016. [5497

STANDARD MISCELLANEOUS

CARRS AUTO SALES Ltd. Croydon-Purley area distributors always have low-mileage Standard and Triumph cars available.—Croydon 6088. [0052

TANKARD & SMITH, Ltd., offer the choice of many Standard 8s, 10s and 12s from their vast stock of over 200 used cars all subject to three months' written guarantee.—198. King's Rd., S.W.3. Tel. Flax. 4801-3.

Standard Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Standard cars.—150, Park Lane, W.1. Grosvenor 3434. [0973

RS

ROWLAND SMITH'S, the Standard buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

I REQUIRE post-war Standard urgently.—30, Ryecroft Rd., S.W.16. Tulse Hill 1288. [9365

MARSTON MOTOR Co., Ltd., for your Standard.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. [0181

CASH buyers of low-mileage Standard 12s, 14s, Vanguards; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0801

STARNES MOTORS, 103, Cricklewood Broadway, N.W.2, require modern Standard cars in really good cond.; cash or exchange.—Tel. Gla. 2480. [0431

URGENTLY wanted, good condition Standard cars.—Brown's Garage, 3 minutes Loughton Tube Station, 190 High Rd., Loughton, Essex. Loughton 4119. [2757

Standard Spares and Service

S & T

SERVICE and spares for all models.

MANUFACTURERS' largest stockist in Britain of Standard and Triumph spares and service exchange assemblies.

STANDARD & TRIUMPH SALES, Ltd., London Distributors, Junction Boundary Road and Abbey Road, St. John's Wood, N.W.8. Maida Vale 9114 (10 lines). [0166

STANDARD spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2. Tel. 29439 [0301

REPAIRS and service for Standard and Triumph cars by the Standard agents.—Kelross Garage, Highbury Gardens N.5. Canonbury 6190. [0294

STANDARD spares for all models; largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464) and Prince's Drive, Colwyn Bay (Tel. 3322). [0359

SPARE parts by return of post; quote commission number of car when ordering.—Whites Garage, Ltd. Standard and Triumph Car Distributors, Grimsby. Tel. 5486. [0475

BROCKHURST GARAGE.—Harrow agents for Standard Triumph; sales service, spares, reconditioned unit.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 561. [0255

LANKESTER ENG. Co. Ltd. (distributors in Surrey since 1911); full range of spares; 'phone, write or call; orders dispatched immediately.—39-43, Eden St., Kingston, Kin. 3151-4. [0286

STANDARD spares, large stocks.—Post your enquiries to Northdown Motor Co., Northdown Rd., Margate, distributors of Standard Vanguard and Triumph cars for Isle of Thanet. Tel. Margate 1182. [7918

K. J. MOTORS, Ltd., have available for immediate delivery reconditioned engines and vast stocks of spares for all models, the Standard specialists for over 25 years.—137-149, Widmore Rd., Bromley, Kent. Rav. 3456-7-8-9. [0367

HALLS (Finchley), Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines guaranteed 3 months; Girling-Bendix stockists.—Arcadia Av., Finchley, N.3. Finchley 5908-9. [0002

STUDEBAKER

1949 Studebaker Landcruiser saloon, full de luxe equipment, low mileage, immaculate condition; £2,175.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557-6970. [2329

1940 Studebaker President saloon, steering column gear change, overdrive, etc., excellent condition; £395.—Cambridge Motors, 36-40, Fore St., Edmonton, N.18. Tel. Tottenham 5580. [9292

1940 Studebaker Champion 22hp saloon, steering column shift gear, well kept, attractive-looking car, regularly serviced by distributors, outstanding performance, fast, economical consumption, carefully laid up long period, unblemished coachwork, very modern, distinctive appearance, exceptional value, 525gns; terms, exchanges.—Home & Overseas Motors, 160, Finchley Rd., N.W.3. Hampstead 0087-8-9. [7980

Studebaker Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Studebaker. Wembley 3903. [8007

SUNBEAM

£175 or nearest.—1931 Sunbeam 24hp aluminium saloon, good condition, taxed and insured.—Brewer, 19, Lamplugh Rd., Bridlington. [9347

SUNBEAM-TALBOT

CAR MART, Ltd.

SUNBEAM-TALBOT 10 1948 tourer, 4,000 miles; £875.

SUNBEAM-TALBOT 90 1948 sports saloon, 5,000 miles; £1,285.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [8864

GUY SALMON AUTOMOBILES offer:—

1949 Sunbeam-Talbot 90, 14,000 miles, carefully maintained; £1,195. — Portsmouth Rd., Thames Ditton. Emberbrook 4343. [9092

1949 Sunbeam Talbot 90 saloon, black-fawn, 7,000 miles, perfect; £1,250.—Lee & Trigg, Ltd. Esher 1234. [9354

SUNBEAM-TALBOT

WARWICK WRIGHT, Ltd., offer:—

1949 Sunbeam-Talbot 80 saloon, silver green, buff leather, 8,000 miles; £1,225.

1949 Sunbeam-Talbot 90 saloon, black, buff leather, 1,000 miles; £1,350.

1949 Sunbeam-Talbot 90 saloon, steel grey, grey leather, 1,000 miles; £1,325.

1949 Sunbeam-Talbot 90 saloon, left-hand drive, grey, 7,000 miles; £1,139.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [9286

1949 (April) Sunbeam-Talbot 90 saloon, 5,000 miles, as new throughout; £1,275.—Egham Motor Co., Egham 131. [8660

1948 Sunbeam-Talbot ten tourer, gun finish, first-class condition; £750.—E. H. Pickford & Co., Ltd., 39, Duffield Rd., Derby. Tel. 47007. [9214

GORDON CARS (LONDON), Ltd.—1946 Sunbeam-Talbot 10 sports tourer, black, 12,000 miles.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [8747

983 miles.—A 1947 2-litre Sunbeam-Talbot 4-seater sports touring car, in every way equal to new.—R. F. Fuggle, Ltd., Bushey Heath, Herts. Tel. 1685. [8634

CAMDEN MOTORS.—Sunbeam-Talbot 10hp 4-seater roadster, 1939, very attractive example, original coachwork, excellent hood and tyres, very fast, extras; £445.

CAMDEN MOTORS.—Sunbeam-Talbot 10hp sports saloon, 1939, fitted genuine works repiacement engine, only nominal mileage since, real opportunity; £495.

CAMDEN MOTORS.—Sunbeam-Talbot 10hp foursome d.-h. coupe, 1939, finished blue, with leather interior new top fitted, lively engine, smart and attractive appearance; £495.

CAMDEN MOTORS.—Sunbeam-Talbot 10hp sports saloon, 1939/40, very carefully serviced and maintained by one owner since new, moderate mileage; £525.

CAMDEN MOTORS.—Sunbeam-Talbot 10hp saloon, 1947, immaculate black cellulose, leather interior, late property of company director, sole owner since new, very small mileage, genuine opportunity; £795.

CAMDEN MOTORS. Sunbeam-Talbot Specialists, Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115. Over 16 Sunbeam-Talbots in stock, also 300 used cars of other makes; write for our 18-page post-free stock list; easy and confidential hire purchase facilities; part exchanges; free delivery of any car, anywhere in the United Kingdom; near main line L.M.S. station, frequent trains from Euston and Watford, take only 50 minutes, or by road under 4 miles off main A.5 Watling St. [8994

1947 Sunbeam-Talbot tourer, low mileage, silver grey; £625.—Montroe Motors (N. H. Boswell), 91-7, Epping New Rd., Buckhurst Hill, Essex. Buc. 1171-2. [9060

£1150.—1949 Sunbeam-Talbot 90 saloon, gunmetal, 7,499 miles, H.M.V. radio, perfect condition.—Lindsay Brothers, Ltd. 925, High Rd., N.12. Hillside 2215/7. [9256

SUNBEAM-TALBOT 90 coupe 1949, grey, fitted radio, 10,000 miles, very carefully used, regularly serviced, cash urgently needed only reason for sale.—Ladies' League Agency, Mayfair 1025. [9269

1946 Sunbeam-Talbot 10hp de luxe saloon, black, brown leather, 19,000 mls., perfect; £650.—Gibsons Sports Cars (Xchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 912. [7975

1947 Sunbeam-Talbot 10hp black saloon, sunshine roof, grey leather, owner driver, beautifully kept, low mileage; best offer over £750.—Green, The Whittern, Lyonshall, Herefordshire. [9411

EBDONS AUTOMOBILES, Ltd., Cheltenham, offer 1948 Sunbeam-Talbot 80 sports saloon, black, buff leather, 18,000 miles, one owner, immaculate; £995.—16/28, Bath Rd., Cheltenham. Tel. 5895. [9212

1947 10hp Sunbeam-Talbot saloon, grey with grey upholstery, chauffeur maintained and in beautiful condition; £765.—G. & R. Garage, Ltd., 33, Victoria Rd., Surbiton. Elmbridge 4383. [9156

£475.—1938-9 series 3-litre Sunbeam-Talbot sports saloon, superb mechanically and in beautiful condition throughout.—Great Western Motors, Ltd., 6-8, Bishopsbridge Rd., W.2 (Paddington Station). Ambassador 1061-2. [8816

1947 (July) Sunbeam-Talbot 10 de luxe saloon, metallic grey and chromium, grey upholstery, low mileage, one private owner; immaculate and outstanding car; thoroughly recommended and offered with written guarantee at attractive price; exchanges, terms.—H. F. Edwards, 28, Upper High St., Epsom 9400. [9123

Sunbeam-Talbot Cars Wanted

RROOTES, Ltd.,

DISTRIBUTORS,

REQUIRE modern low-mileage Sunbeam-Talbot cars.

BIRMINGHAM.—Lower Temple St. (Central 8411.)

MANCHESTER.—129, Deansgate. (Blackfriars 6677.)

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 3232.)

ROCHESTER.—(Chatham 2231.)

WROTHAM Heath.—(Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel Grosvenor 3401. [0111

RROWLAND SMITH'S, the Sunbeam-Talbot buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0990

CASH buyers of low-mileage Sunbeam-Talbot 10s and 2-litre; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0802

CHARLES RICKARDS, Ltd., wish to purchase good pre-war Sunbeam-Talbot cars.— 56, Bayswater Rd., W.2. Paddington 1820. [8579

CRIPPS, of Nottingham, urgently require all recent models, Sunbeam-Talbot cars.—R. Cripps & Co., Ltd., The Sunbeam-Talbot Distributors, Parliament St., Nottingham. Tel. 44558. [0462

Sunbeam-Talbot Cars Wanted

BIRMINGHAM and Midlands.—Low-mileage Sunbeam-Talbot modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0089

CAMDEN MOTORS require to purchase Sunbeam-Talbot saloons and drop heads of all horse-powers in good clean condition, 1938-40 and post-war; write, call or 'phone stating price required.

CAMDEN MOTORS, Ltd., the best Sunbeam-Talbot buyers, Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115. [7923

Sunbeam-Talbot Spares and Service

NORTH and Central London.

CATTERMOLES (GARAGES), Ltd. for Sunbeam-Talbot spares, sales and service.—78-89, Pentonville Rd., N.1. Terminus 1001-7. [0365

ARMITAGE MOTORS (WESTMINSTER), 213-219, Broadway, Wimbledon, and Wilton Mews, S.W.1. Liberty 4390. [6874

TALBOT

ALLAN TAYLOR MOTORS, Ltd., offer:—

1933 Talbot 21hp.; £195.

HIGH St., Wandsworth, S.W.18. Tel. Vandyke 6431. [9262

1938 Talbot 10hp sports saloon, attractive car, in beautiful condition, inside like new; £385.

MAGDALEN MOTORS, 311, Trinity Rd., S.W.18. Bat. 5575. [8821

1948 2-litre Talbot saloon, polychromatic grey with grey upholstery, excellent condition with magnificent performance; £860.—G. & R. Garage, Ltd., 33, Victoria Rd., Surbiton. Elmbridge 4383. [9155

1936 105 Talbot Speed sports saloon, maintained and kept in absolutely 100% condition by ourselves, a most exceptional example of this model; £695.—R. F. Fuggle, Ltd., Bushey Heath, Herts. Tel. 1685. [8835

225 gns.—Talbot 10, 1936, sports saloon, black, red wheels, sliding head, leather upholstery, good tyres; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [9038

WALTER SCOTT, Ltd.—1937 (May) Talbot Speed 105 saloon, black, beige hide, 33,000 miles only, synchromesh, Andre telecontrols, and many other extras, looks and runs as new; £595.—39, College Crescent, Swiss Cottage N.W.3. Primrose 5914. [6560

Talbot Cars Wanted

ROWLAND SMITH S. the Talbot buyers.—Hampstead High St (Hampstead Tube) Ham 6041. [0991

TALBOT 1937/8 24hp drop head or saloon wanted, crash type gear box preferred; please state price.—Box 3765. [8486

TRIUMPH

J. DAVY offers.—

APRIL 1948 Triumph Roadster, black with beige hide upholstery, Clayton heater, many other extras; £925.

J. DAVY CAR SALES, 9, Logan Place, Earls Court Rd., W.8. Western 6493. [2635

NEWNHAMS, Ltd.

1949 2000 Roadster, grey with blue; low mileage.

1946 1800 razor-edge saloon; black with fawn; one owner; carefully used.

1939 14-60hp Dolomite drop head coupe; black with fawn; fitted radio; exceptional car.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [8031

TOM GARNER, Ltd., offer:—

1949 Triumph 1800 razor edge saloon, gunmetal with grey leather, 8,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [8604

McKINNON MOTORS, Ltd., offer:—

1948 (Oct.) Triumph 1800 Roadster, grey, blue leather, 5,200 miles only ex works condition, spare unused; £975; confidential extended terms.

McKINNON'S, Langham House, 3, Stafford Rd., Wallington, nr. Croydon Surrey. Established 1906. Tel. Wallington 3404. [8538

WANSTEAD MOTORS, Ltd., offer:—

1949 Triumph Roadster, grey, 4,000 miles; £1,050; another 1948 (October), gunmetal, radio, 10,000 miles; £965.

WANSTEAD MOTORS, Ltd., Cambridge Park, E.11. Wanstead 1000. [8931

WARWICK WRIGHT, Ltd., offer:—

1949 Triumph 2000 Roadster, champagne, brick red leather, 4,000 miles; £1,097.

1949 Triumph 2000 R.E. saloon, gunmetal grey, grey leather, 7,000 miles; £1,295.

1948 Triumph 1800 R.E. saloon, black, brown leather, 10,000 miles; £1,125.

1948 Triumph 1800 R.E. saloon, gunmetal grey, grey leather, 7,000 miles; £1,175.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [9287

ALLAN TAYLOR MOTORS, Ltd., offer:—

1936 Triumph Gloria drop head coupe; £275.

HIGH St., Wandsworth, S.W.18. Tel. Vandyke 6431. [9263

GUY SALMON AUTOMOBILES, Ltd., offer:—

1948 Triumph Roadster, nominal mileage excellent condition; £875.—Portsmouth Rd., Thames Ditton. Emberbrook 4343. [5194

D. J. SHEPHERD & Co. (Enfield), Ltd., offer:—

TRIUMPH 16hp Vitesse sports saloon, first registered 1939, black with green hide interior, excellent condition throughout; £395.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631.

1949 Triumph 2000 coupe, negligible mileage.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. [8936

1949 Triumph 2000 Roadster, 5,000 miles, black, as new; £1,075.—GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [8897

1949 Triumph 2000 2-seater, grey, radio, mileage 1,500; £995; trade enquiries welcomed.—H. C. PAUL, Ltd., 32, Bruton Pl., Berkeley Sq., W.1. Mayfair 0821-2. [8652

TRIUMPH 1800 Roadster, Oct., 1948, 7,000 miles, absolutely as new, grey, blue upholstery; £875.—LORDS GARAGE, Ltd., 21-41, Wellington Rd., St. John's Wood, N.W.8. Primrose 0015. [8566

MAYFAIR GARAGES, Ltd.—1800 Roadster, 1947 model (reg. Dec., 1946), Cambridge blue, 32,000 miles; £650.

MAYFAIR GARAGES, Ltd., Balderton St. (opp. Selfridges' clock), Mayfair, W.1. Mayfair 3104-5. [9327

1948 Triumph 1800 Roadster, black, 12,000 miles, quite perfect; £845.—Patterson, 3, Bettoney Vere, Bray, Berks. [9345

1949 model Triumph Roadster, 5,000 miles, perfect; £935.—Scott Cars, 347, Finchley Rd., N.W.3. Ham. 7779 and 8676. [9057

1938 Triumph Dolomite sports saloon, black and brown leather, fitted H.M.V. radio, excellent condition; £425.—Below.

1948 Triumph 1800 Roadster, black with fawn upholstery, genuine 8,000 miles, as new; £895.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [6483

1947 Triumph Roadster, low mileage, in nice condition; £795.—Central Motors (Padd.), Ltd., 14, Harrow Rd., W.2. Padd. 0766. [8842

4000 miles.—1949 Triumph 2,000cc Roadster, entirely new condition.—Colin Haines, Ltd., 30a, Bourdon St., W.1. Mayfair 2338. [8664

1947 (November) Triumph 1800 Roadster, colour champagne, mileage 11,000, perfect condition; £765.—Atkinson, Lee Green 1647. [9073

1949 Triumph Roadster 2000 model, 5,700 miles, as new; £1,035.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. 4371. [8801

6100 miles.—1949 (Jan.) Triumph 2000 model roadster, green, radio, taxed (trade enquiries only please).—Ernest Sutton, Cleeve Hill, Cheltenham 95. [8955

CASS'S MOTOR MART.—1948 (July), Triumph Roadster, black, 16,000 miles, superb order; £865, written guarantee.—5, Warren St., W.1. Euston 4110. [6530

1948 Triumph 1800 Roadster, black; £835.—Montroe Motors (N. H. Boswell), 91-7, Epping New Rd., Buckhurst Hill, Essex. Buc. 1171-2. [9059

GORDON CARS (LONDON), Ltd.—1948 Triumph razor-edge saloon, black/fawn, new condition.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [8748

1938 July Triumph Dolomite 14hp saloon, excellent condition; £325, terms, exchanges.—The Lynch Garage, opp. G.P.O. Uxbridge, Middx. Tel. 122. [7394

1940 Triumph Dolomite 2-litre, beautiful four-some drop head coupe by Salmon, Philco radio and many extras, superb condition throughout; £550.

BRIDGE MOTORS, Church St., Rickmansworth. Tel. Rickmansworth 2362. [8309

1936 10hp Triumph Gloria saloon, engine overhauled and in exceptional condition; £250.—Le Grice Elers, 107, Old Brompton Rd., S.W.7. Kensington 2477. [8647

1948 Triumph Roadster, gunmetal, blue upholstery, mileage 10,000, superb condition, one owner; £895, or near offer.—Yates, Chancery 7385 (office). Nettlebed 314 (home). [8625

1947 (Aug.) Triumph 1800 Roadster, very carefully maintained, mileage 34,000, black with beige upholstery, exceptionally good condition throughout; £795.—W. O. Nunn, Elmswell, Suffolk. (Tel. 382.) [8559

HILLWOOD MOTORS.—1947 Triumph razor edge saloon, in metallic grey, this elegant car is in fine condition and gives a luxurious ride, low mileage; £875.—565/7/9, Watford Way, Mill Hill Circus, N.W.7. Mill Hill 4232. [9147

1947 Triumph 1800 saloon, beautifully maintained, 17,000 miles only in the hands of a fastidious owner, immaculate black cellulose and interior upholstered in best quality fawn leather, with an appearance as new; a car to be proud of; £895.

CARR BROS. GARAGES, Ltd., High St., Purley. Uplands 4811-2-3. [8550

825 gns.—Triumph 1800, June, 1948, Roadster, gunmetal, blue leather, heater, twin Windtone horns, good tyres, one careful owner, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [9039

£435.—Ridiculously cheap Triumph Dolomite 1¼-litre 14hp 4-cylinder sports roadster, 1938-9 model, immaculately unusually recellulosed in silver and black, literally a film star's motor car, looks worth £750; comprehensive 3 months' written guarantee; hire-purchase, exchanges.

LAMBS OF WOOD GREEN, Caxton Rd., N.22. Bowes Park 4144, 4297. [9165

TRIUMPH Gloria 1936 sports 2-str. Monte Carlo Special 2-litre, excellent condition, P.100 headlamps, twin spares, road and aero screens, free wheel optional, tonneau cover, hood and new side curtains; £225.—After 5 p.m. or week-end. Brixton 4285. Terms privately arranged if required. [9171

Triumph Cars Wanted

CASH buyers of low-mileage 1¼-litre, 1800 and 2000 Triumphs; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0804

Triumph Spares and Service

S & T SERVICE and spares for all models.

MANUFACTURERS' largest stockist in Britain of Standard and Triumph spares and service exchange assemblies.

STANDARD & TRIUMPH SALES, Ltd., London Distributors Junction Boundary Road and Abbey Road St. John's Wood, N.W.8. Maida Vale 9114 (10 lines). [0397

NEWNHAMS, Ltd.,

TRIUMPH specialists; service and spares for all models, including Dolomite type radiator grills.—Newnham House, 235-7-9, Hammersmith Rd., W.6. Riv. 4646. [1539

BASIL ROY, Ltd.—Triumph spares, complete stock, wholesale and retail.—161, Gt. Portland St., W.1. Langham 7733.

TRIUMPH spares for all post-war models; largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3322). [0355

RESTORE power, performance and improve petrol consumption by replacing your worn camshaft; new camshafts available for all ohv models.—S. A. Coles, Ltd., 364-368, High Rd., Leyton, E.10. [0342

UTILITY CARS

HAROLD RADFORD & Co., Ltd.

1937 (August) 27hp Chevrolet 4-door shooting brake, in natural wood grain, one owner, mileage 38,000, carefully maintained.

1927 20hp Rolls-Royce shooting brake, finished in fawn and natural wood grain, bench type seats in front and rear, dropping tailboard.

HAROLD RADFORD & Co., Ltd., specialists in re-designing and building wooden metal-panelled shooting brakes or all-metal Farmality dual-purpose van bodies, etc.; selection in stock for immediate delivery; tel or call for full details.—Harold Radford & Co., Ltd., Melton Court, South Kensington, S.W.7. Ken. 6642. [6933

ROWLAND SMITH'S for utility cars.

795 gns.—Alvis 14, March, 1948, utility, 4-door coachbuilt natural timber body, birch grey wings and bonnet, red leather upholstery, glass all round, drop tailboard, one owner, small mileage, practically new condition; terms, exchanges.—Rowland Smith, below.

295 gns.—Ford V.8, June, 1938, 30hp model 81A, fitted 4-door 8-seater timber utility body, sliding glass windows, removable rear seating, drop tailboard, good tyres, excellent condition; terms, exchanges. —Rowland Smith, below.

145 gns.—Lanchester 10, 1935 5-6-seater utility van, wood framed body, glass all round, removable rear seating; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [9042

1939 Austin 12 4-5-seater utility shooting brake.

1940 Ford 8 4-5-seater; many others; write for list.

JACK STONE & SON, 221, Upper Richmond Rd., Putney, S.W.15. Tel. Putney 1054/5, 2276/7. [8050

895 gns!—1949 16hp Austin station waggon, 9,000 miles.

SELBORNE (MAYFAIR), Ltd., 82, Park St., W.1. [8099

£99.—1934 model Morris 14 utility, excellent runner, a useful vehicle for a modest outlay.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [9311

1939 Ford Prefect 6-seater utility, Dagenham body, in extremely nice condition throughout; £385.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774 [5836

1946 Armstrong 16 utility, wood body; £695.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [8771

1949 series Jowett-Bradford de luxe Utility, low mileage, immaculate.—Autowork, Ltd., Winchester. Tel. Winchester 4834. [8670

10 hp utility Hillman, 1939, exceptionally roomy and economical. £325.—Wadeol Motors, 150, West End Lane, N.W.6. Hampstead 1177. [8583

1937 Humber Snipe utility, with new roomy coach-built body, and completely new engine, mechanically perfect; £450.—Groom & Sons, Towcester, Northants. [4421

JOWETT Bradford utility van, 1949 model, fitted side windows and clear van floor, grey/brown upholstery, 4,200 miles only, unblemished, guaranteed; £525.—Austin House, 144, Golders Green Rd., N.W.11. Speedwell 0011 [7807

Utility Cars Wanted

ROWLAND SMITH'S the Utility car buyers.—Hampstead High St. (Hampstead Tube) Ham. 6041 [0994

CASH buyers of low-mileage utilities; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0807

VAUXHALL 10

1938 Vauxhall 10, in very good order throughout, excellent appearance; £325.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [9048

1947 (Aug.) Vauxhall 10 saloon; £595.—Grove Motors, North Rd., Southall 3477. [8883

£365.—1939 (registered 1940) Vauxhall 10hp de luxe saloon, black, red hide, faultless runner, spotless condition.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [9315

1940 Vauxhall 10 4-door saloon, black, brown leather, really exceptional condition, examination welcomed; £550.—Petersham Garage, Ltd., Petersham Mews, S.W.7. West 4106. [8881

VAUXHALL 10

1946 Vauxhall 10, excellent condition; £545.—Scott Cars, 347, Finchley Rd., N.W.3. Ham. 7779 and 8676. [9055

1946 Vauxhall 10 saloon, as new, reconditioned engine just fitted; £550.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [6504

VAUXHALL 12

H. A. SAUNDERS, Ltd., offer:—

1947 (Dec.) Vauxhall 12 saloon de luxe, 10,000 miles; £695.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner), Hillside 0024. [9404

ACLAND & TABOR, Ltd., offer:—

1947 Vauxhall 12, black, brown leather and cloth, small mileage, immaculate; £595.

APPLY North Road Garage, Welwyn. Tel. Welwyn 481. [8679

£250 deposit secures 1948 Vauxhall 12 saloon, 9,000 miles, superb condition.

JACK STONE & SON, 221, Upper Richmond Rd., Putney, S.W.15. Tel. Putney 1054-5, 2276-7. [8918

1938 Vauxhall 12hp saloon, in very good order and excellent appearance; £270.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [9050

£398.—Vauxhall 12 1940 4-dr. sln, leather interior, sliding roof, really excellent throughout, choice 2; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, Park 5066-7. Open Mon. to Sat. 9-6. (50 yds Holland Park Tube.) [8533

E. G. SHEPHERD & Co., 1947 Vauxhall 12 de luxe saloon, condition as new; £625; others.—120-122, Cricklewood Lane, N.W.2. Gladstone 3311/4. [8982

AT G. J. Shaffer & Co.—1947 Vauxhall 12 de luxe saloon, condition as new; £625; others.—120-132, Cricklewood Lane, N.W.2. Gladstone 3311-4. [9376

£695.—1948 Vauxhall 12 saloon, black, brown leather upholstery, low mileage, one careful owner; terms and exchanges.—Makin & Harrison Motors, 492-6, High Rd., Chiswick. Chiswick 2619, 0558. [8992

195 gns.—Vauxhall 12, July, 1934, de luxe 4-door saloon, black, green wheels, sliding head, leather upholstery, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [9040

VAUXHALL 14

ROUNDABOUT offer:—

1948 Vauxhall 14 saloon, J. type, one owner, 8,000 miles, push-button radio, absolutely unmarked; £895.

ROUNDABOUT GARAGE, Western Ave., Greenford, Middx. Waxlow 1071-5. [8641

£145.—1934 Vauxhall 14 drop head foursome coupe; special offer.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [9333

1936 14hp saloon, engine perfect, body reasonable; £199, or exchange shooting brake.—Box 3841. [8621

1948 Vauxhall, 22,000 miles, well maintained, excellent condition, 14hp; £775 or nearest offer. —Box 3886. [9299

1936 Vauxhall 14 saloon, in immaculate order; £225.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [2989

1938 Vauxhall 14 touring saloon, splendid condition; £345.—Bowen, Hillside Garage, Edgware. Tel. Edgware 4464-5. [8392

1947 (June) Vauxhall 14 saloon, black/brown, 16,000 miles, immaculate throughout; £750. —Campbell Symonds. Tel Arnold 2246. [4666

£735.—Vauxhall 14 de luxe saloon, black, brown leather, 15,000 miles, one owner, almost as new.—Robbins, East Putney. Tel. 4581. [8455

GORDON CARS (LONDON), Ltd.—1947 Vauxhall 14 saloon, black, radio, heater, one owner.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [8749

1939 Vauxhall 14 saloon, J Type, finished in black; one owner from new; 35,000 miles; a car which is in very good condition throughout; bargain; £395.

M.B. MOTORS, 336, New Cross Rd., London, S.E.4. Tideway 3779. [9008

£235.—Vauxhall 14 saloon, 1935, but in marvellous condition, completely overhauled at over £125 including engine, clutch, brakes, steering, new independent suspension units, new rear shock absorbers, repainted; open to any expert examination.—Kel Motors, Gordon Works, Gordon Ave., Stanmore. Tel. Grimsdyke 992. [8833

VAUXHALL WYVERN & VELOX

CAR MART, Ltd.

VAUXHALL Velox 1948 saloon, 5,000 miles; £895.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [8865

J. DAVY offers:—

VAUXHALL Wyvern, March, 1949, one owner, 8,000 miles; £850.

J. DAVY CAR SALES, 9, Logan Place, Earls Court Rd., W.8. Western 6493. [8920

TOM GARNER, Ltd., offer:—

1949 Vauxhall Wyvern saloon, black with fawn cloth, 15,000 miles only.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [8605

CHARLES FOLLETT, Ltd., offer:—

1948 (Dec.) Vauxhall Velox, black, 8,600 miles, 1 owner, screenspray, fog lamp, as new; £835.

18, Berkeley St., W.1. May. 6266.

SERVICE, Works and Stores, 12, Wellesley Ave., W.6. Riv. 1413. [8969

1949 Vauxhall Velox saloon; 2,500 miles, as new, £850.—Munday Cars, 35, Woodford Ave, Valentine 4830. [9267

1948 Velox Vauxhall saloon, radio, heater, loose covers, 5,000 miles; £875.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3577-6970. [8929

VAUXHALL, WYVERN & VELOX

H. A. SAUNDERS, Ltd., offer:—

1948 Vauxhall Wyvern saloon de luxe, 4,720 miles; £845.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner). Hillside 0024. [9403

1949 (Mar.) Vauxhall Velox saloon, genuine 10,000 miles, spotlight, as new; £865; H.P., exchanges.—348, King Street, Hammersmith. Riv. 2837-8. [9105

1949 Vauxhall Velox saloon, green, 10,000 miles, as new; £875.—L. F. Dove, Ltd., The Mid-Surrey Used Car Centre, Guildford Rd., Woking. Tel. 1282. [8561

1949 Wyvern saloon, 5,500 miles, black/fawn upholstery, quite faultless; £865.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [7806

1949 (Dec. 29, 1948) Vauxhall Wyvern saloon, 8,000 miles, black, brown leather, excellent condition.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [8589

1949 model Vauxhall Velox, 9,000 miles, fitted radio and heater, black/brown leather upholstery, immaculate in every detail; £865; terms and exchanges.—Universal Car Distributors (London), Ltd., 331-333, High Rd., Chiswick, London, W.4. Chiswick 1919. [8569

VAUXHALL 20

VAUXHALL 20, 1935, in superb condition throughout, money has been lavished on this car to keep it in perfect condition; £250 or near offer.—Bridge, 295, Wimbledon Park Road, S.W.19. Putney 6076. [9061

VAUXHALL 25

SIMPSON'S MOTORS offer:—

1940 Vauxhall 25 limousine 7-seater, as new; £850.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists). Wembley 3903. [9112

£250—1938 Vauxhall 25 de luxe saloon, exceptional condition, reconditioned engine and brakes relined, nearly new tyres.—Great Western Motors, Ltd., 6-8, Bishopsbridge Rd., W.2 (Paddington Station). Ambassador 1061-2. [8815

VAUXHALL 27

1936 27hp Vauxhall 7-seater with division, reconditioned engine, all tyres new, mechanically perfect, very clean car; £365; terms, exchanges.—The Lynch Garage, opp. G.P.O., Uxbridge, Middx. Tel. 122. [9081

VAUXHALL MISCELLANEOUS

SHAW & KILBURN, Ltd., for Vauxhalls.

IT is important that the car you purchase is in excellent condition throughout.

SELECTION of such modern Vauxhalls at

114 Wardour St., W.1. Gerrard 4363. [0017

1946 Vauxhall 14 de luxe saloon, one owner, 22,000 miles; £695. Also

1946 Vauxhall 12 saloon, one owner, reconditioned engine; £565.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [8898

HAMILTON MOTORS (LONDON), Ltd., 466-490, Edgware Rd., London, W.2. Paddington 0022 (12 lines). Vauxhall main dealers.

1949 Velox, grey, low mileage, as new.

1949 Wyvern, black, excellent condition.

1947 Vauxhall 12hp de luxe, black, exceptionally clean and smart.

1948 12hp saloon, blue, new tyres, first-class condition.

ALWAYS a good selection of used Vauxhalls in stock; H.M.L. will purchase for cash all Vauxhall cars including latest models. [8799

VAUXHALL and other makes of used cars in good condition, let us know your requirements.—Tel. Uxbridge 737. Gregory's of Uxbridge. [0039

GRAHAM BROTHERS (MOTORS), Ltd., main dealers, 7-15, Peter St., Manchester, 2 (Bla. 9887) always have a fine selection of post-war Vauxhall models carrying full warranty; your inspection invited. [0283

Vauxhall Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Vauxhall cars.—150, Park Lane, W.1. Grosvenor 3434. [0975

SHAW & KILBURN, Ltd., Vauxhall main dealers.

WILL purchase modern Vauxhall cars.

114 Wardour St., W.1. Gerrard 4363. [0018

ROWLAND SMITH'S, the Vauxhall buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0694

I REQUIRE post-war Vauxhall urgently.—30, Rayscroft Rd., S.W.16. Tulse Hill 1288. [9367

CASH immediately for good Vauxhall.—H. F. Edwards, 28, Upper High St., Epsom 9400. [9144

ALL Vauxhall models urgently required.—Corbitt & Taylor, 22, Conduit Mews, W.2. Amb. 6049. [8048

ALMOST new saloon, 12/18hp, required by Angior, 140, Golders Green Rd., London, N.W.11. [0533

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Vauxhall. Wembley 3903. [8008

BROADWAY MOTOR Co. require good second-hand cars of all makes.—3-13, Russell Rd., Wimbledon. Liberty 2494. [0493

7-seater private limousines required, cash waiting.—Aipe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [8719

MODERN low-mileage Vauxhall 10, 12 and 14hp cars urgently wanted; write or call.—Golly's Garage, Ltd., 111a, Earl's Court Rd., S.W.5. Frobisher 0063 0929. [0479

Vauxhall Cars Wanted

CASH buyers of low-mileage Wyvern and Velox Vauxhalls; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0605

HAMILTON MOTORS (LDN.), Ltd., Vauxhall main dealers urgently require Vauxhalls of all types.—466-490, Edgware Rd., London, W.2. Call, write or 'phone Paddington 0022. [0699

CAMDEN MOTORS require to purchase Vauxhall 10s, 1938-40 and post-war; also Vauxhall 14s, J type models, 1939-40, in good clean condition; write, call or 'phone, stating price required.

CAMDEN MOTORS, Ltd., the best Vauxhall buyers, Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115. [7924

Vauxhall Spares and Service

BROADWAY MOTOR Co.

WE specialise in service replacement units for Vauxhall 10, 12 and 14hp, etc.

GEARBOXES, differential units, front suspension units, engines, large stocks of Vauxhall spares.

BROADWAY MOTOR Co., 3-13, Russell Rd., Wimbledon S.W.19. Liberty 2494/5/6. Stores: Liberty 6368. Grams' Autospare Wimble, London. [0633

CAC exchange service.

ALL rebuilt Vauxhall/Bedford assemblies exchanged at manufacturers' flat rate repair charges.

COMPLETELY rebuilt and tested Vauxhall/Bedford electrical components, dynamos, starters, distributors, etc., exchange at 50% manufacturers' list price.—Croydon Automobile Co., Ltd., main dealers for all repairs to your Vauxhall or Bedford, Bedford House, London Rd., Croydon. Tel. Thornton Heath 3276 (14 lines). [0305

FOR Vauxhall mudguards, running boards, 1933-9.—Brooks, 85, Queens Rd., Brighton. [0381

EGHAM MOTOR Co. for Vauxhall cars, spares and service.—Egham By-Pass, Egham 151. [0196

BROMLEY & District.—Consult Davis & Hill, Ltd., the local Vauxhall and Bedford spares and service specialists.—Bromley Common. Ravensbourne 2634. [0440

K. J. MOTORS, Ltd.—Replacement engines and vast stocks of all spares and accessories available for immediate delivery.—137/149, Widmore Rd., Bromley, Kent. Rav. 3456-7-8-9. [0393

VETERAN CARS

RENAULT, Phœnix, Minervia, Brennabor, Cadillac, etc., for sale.

WELHAMS, Veteran Car Specialists, Surbiton Hill Rd., Surbiton. Elmbridge 1873 [0201

1903 2-seater De Dion-Bouton for sale, in running order.—Robertson, Edenfield, Cupar, Fife. [8565

VINTAGE CARS

325 gns.—Bentley 1928 series (reg. Oct. 1935) Red Label 3-litre short chassis Speed Model sports 4-seater, British racing green, leather upholstery, tonneau cover, Bosch horn, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [9045

VOLKSWAGEN

COLBORNE GARAGE, Ltd., Ripley, Surrey. Tel. 2361.—Sole distributors for Great Britain. Sales, service and spares. [0373

WOLSELEY

EUSTACE WATKINS, Ltd., the London Wolseley distributors and official service station, offer their facilities when selling used cars.

1948 Wolseley 14hp saloon, green, brown leather front, cloth rear, 5,000 miles, one owner, excellent condition.

1947 Wolseley 14hp saloon, black, brown leather upholstery, 13,000 miles, one owner.

1946 Wolseley 14hp saloon, black, brown leather upholstery, 30,000 miles, carefully used.

LOW mileage Wolseleys are scarce, should your model not be in stock put your name on our used cars register for early notification.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1. (Mayfair 5951) and 12, Chelsea Manor St., S.W.3 (Flaxman 8181). [8948

NEWNHAMS, Ltd.

1948 Wolseley 12 saloon; black with brown; low mileage; carefully used.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [8036

BRAY MOTORS offer:—

£450—1939 Series Wolseley 12-4 de luxe saloon, black, brown hide, excellent runner, good tyres, exceptionally clean condition.

£350—1938 Wolseley 18-80 de luxe saloon, black, brown hide unmarked, recent recond. engine; bargain.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [9312

G. P. (BALHAM), Ltd. offer:—

250 gns.—1940 Wolseley 10 4-door saloon, paintwork poor, runs well, genuine bargain; first deposit secures.

185 gns.—1937 Wolseley 14 4-door de luxe tourer, excellent condition; first deposit secures.

G. P. (BALHAM), Ltd., 2c, Balham Hill, S.W.12 (100 yds Clapham South Tube). Batt 3117. [7851

ALLAN TAYLOR MOTORS, Ltd., offer:—

1938 Wolseley 25hp saloon; £300.

HIGH St., Wandsworth, S.W.18. Tel. Vandyke 6431. [9264

1947 (October) Wolseley 14 saloon, specimen car, low mileage; £925. Also

1948 Wolseley 18 saloon, black, brown leather, excellent condition throughout; £875.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [8899

1935 Wolseley E.W. special sports 4-seater, in excellent condition, green, with new hood; £295.

H. SOLOMON & SONS, High St., Camberley. Tel. 34. (Established over 40 years). [8909

1939 Wolseley 10hp saloon de luxe, black, with brown leather upholstery, in very exceptional condition; choice of two; £475.

HUNGERFORD MOTORS, Ltd., 201-3, Upper Richmond Rd., S.W.15. Putney 0222 and 3360. [8600

WOLSELEY

BEARTS, of Kingston, Wolseley distributors.—Sales spares and repairs.—102, London Rd., Kingston. Tel. 3348. [0088

1939 late Wolseley 12 (black), re-sprayed, ground, sleeved, radio, seen to be appreciated; £435.—Ilford 4231. [9232

179 gns.—1936 Wolseley 14 de luxe saloon, excellent condition.—Autosnips, 5, Balham High Rd., Balham 1509. [9173

1940 Wolseley 14 saloon de luxe, black with green hide upholstery, beautiful, clean and faultless chassis; £525.

MAGDALEN MOTORS, 311, Trinity Rd., S.W.18. Bat. 5573. [8819

4000 miles.—1949 Wolseley 4-50 saloon (trade enquiries only please).—Ernest Sutton, Cleeve Hill, Cheltenham 95. [8964

1935 Wolseley 14 saloon, good condition; £155.—Dixons Garage, 134, West Hill, Putney, W.15. Putney 0396. [7341

1939 Wolseley 14hp de luxe saloon; excellent condition. £385.—Munday Cars, 35, Woodford Ave. Valentine 4830. [9266

1939 Wolseley 18/85 saloon, 6,000 miles since complete overhaul; £495.—Broadway Motors, 67, High St., Hounslow. Tel. 0175 [7845

CASS'S MOTOR MART.—1939 Wolseley 16/65 saloon, black, superb condition; written guarantee.—5, Warren St., W.1. Euston 3523. [8175

£99—1933 Wolseley Hornet, new tyres, excellent condition, full basic, taxed, insured.—25, Wyld Way, Wembley. Corinthian 1062. [8611

£765—Wolseley 14/60 saloon, black, brown leather, superb condition, one owner.—Robbins, East Putney. Tel. 4581. [8454

CAMDEN MOTORS.—Wolseley 8hp saloon, 1948, finished black, immaculate brown leather, very pleasing example, small mileage; £595.

CAMDEN MOTORS.—Wolseley 10hp saloon, 1939, finished black with brown interior, at a very attractive price £395.

CAMDEN MOTORS.—Wolseley 12hp saloon de luxe, 1936, scarce model, sound chassis, in excellent condition for the year; £235.

CAMDEN MOTORS.—Wolseley 14hp saloon, 1936, original coachwork, in sound condition, runs well; £205.

CAMDEN MOTORS.—Wolseley 14hp saloon de luxe, 1937/8, one private owner since new, original condition throughout, a really genuine opportunity; £365.

CAMDEN MOTORS.—Wolseley 14hp saloon de luxe, 1939, finished black with dark green leather, attractive appearance, outstanding mechanical order; £495.

CAMDEN MOTORS.—Wolseley 14hp saloon de luxe, 1939, one owner since new, carefully used and serviced; £535.

CAMDEN MOTORS.—Wolseley 14hp saloon de luxe, 1947, immaculate black finish, with brown hide upholstery, very low mileage, carefully maintained, fitted heater and other extras; £795.

CAMDEN MOTORS.—Wolseley 18hp saloon de luxe, 1939, handsome and impressive car, original finish, several extras; £495.

CAMDEN MOTORS.—Wolseley 18hp saloon, 1946/7, late property of county official, finished black, spotless hide interior, has had every possible mechanical care and upkeep; £695.

CAMDEN MOTORS.—Wolseley 21hp super de luxe saloon, 1939, one private owner since new, original finish throughout, outstanding order, has had careful and moderate use; £365.

CAMDEN MOTORS.—Wolseley; every one of the above cars is fully guaranteed in writing.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115.—Write for our 18-page post-free stock list of over 300 used cars; easy and confidential hire purchase facilities; part exchanges; free delivery of any car anywhere in the United Kingdom; near main line L.M.S. station, frequent trains from Euston and Watford take only 50 minutes, or by road, under 4 miles off main A.5 Watling St.; fares refunded to purchasers from any part of the country. [8995

1936 Wolseley 14 de luxe saloon, black, sun roof, leather upholstery, good tyres and appearance, very fast engine; bargain price, £225.

DOUGLAS CAR SALES, 24, Dorset Rd., West Green Rd., Tottenham, London, N.15. Stamford Hill 7352. [9251

CENTRAL GARAGE, Croydon, offer 1939 Wolseley 21hp saloon, black, brown leather upholstery; £595.—Central Garage. Tel. Croydon 7464. [6502

£450—12/48hp Series III Wolseley saloon, exchange engine, recellulosed.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [7226

1937 Wolseley 12-48 saloon, black, one owner, 28,000 miles, perfect condition; £350.—33, Hillcrest Gdns., Hinchley Wood, Esher. Emberbrook 3097. [8556

1948 Wolseley 8 4-door saloon, black with brown hide upholstery, very clean; £645.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [7006

1936 Wolseley 10 saloon, black, in perfect condition throughout, any trial or inspection; £240.—Wembley Court Motors, High Rd., Wembley. Tel. Arnold 5221. [4245

WOLSELEY 8hp saloon, finished blue with brown leather upholstery; 10,000 miles; first registered March, 1948.—Jack Olding, Ltd., North Audley St., W.1. Mayfair 5242 [9390

WOLSELEY Six/Eighty saloon, positively unmarked, probably the first Six/Eighty saloon to be offered for sale.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [8160

195 gns.—Wolseley Hornet Special, 1934 model, Abbey sports 4-seater, cream and green, leather upholstery, Ashby wheel, large instruments, good condition; terms, exchanges.—Rowland Smith, below.

225 gns.—Wolseley 14, 1936, de luxe 4-door saloon, black, sliding head, brown leather, easyclean wheels, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [9041

1939 Wolseley 25 limousine, 25,236 guaranteed miles, private owner since new, bedford cord upholstery rear, leather front, division and sliding roof; £800; trade enquiries invited.—B. J. Hunter, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [9254

WOLSELEY

WOLSELEY 14, positively unmarked, inside and out, hardly used, speedometer reading 4,000 miles odd; £995.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [8157

ROSE & YOUNG, Ltd., offer 1938 Wolseley 25hp saloon, in nice condition throughout, black, brown hide; £325.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [8985

£365 !!!—Most desirable Wolseley 12hp 4-door saloon de luxe, 1937, one owner since new, careful and very moderate use, attractive conditioned coachwork, finished in black, a very genuine motor at the price.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115. Hire purchase. Part exchanges. [8998

1947 Wolseley 12hp saloon, black, brown hide throughout, 5,000 miles only, condition quite exceptional; £895; exchanges, deferred terms.—John S. Truscott, Ltd., 173 Westbourne Grove, W.11. Bays. 4274. [8751

WOLSELEY 16hp saloon, £10 tax, ex-Ministry car, little used, in good original condition; bargain at £395; ideal roomy car for family farmer, doctor, business.—The Bucks Motor Company Ltd 24, Gt. Western St., Aylesbury 164. [7831

WOLSELEY 12 1937 entirely reconditioned, recellulosed and trimmed, new tyres and in fine condition, licensed and insured to Xmas with basic to June; nearest offer to £400; owner driven.—Joscelyne Horsley, Aveland Rd., Torquay. [9236

LIMOUSINE, 1939/40, double enclosed, 21hp 7-seater, leather, black, delightful condition; £585. Below.

LIMOUSINE, 1949, partitioned, black, 25hp, forward occasionals, genuine low mileage, immaculate, reasonable cost (£10 tax).—Alpe & Saunders, Providence Court, Grosvenor Square Mayfair-2941. [8713

Wolseley Cars Wanted

RSROWLAND SMITH'S, the Wolseley buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0995

EEUSTACE WATKINS, Ltd., as sole London Wolseley distributor with the largest Wolseley clientele, are the best market for used Wolseley cars.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951), and 12, Chelsea Manor St., S.W.3 (Faxman 8181). [5963

GATEHOUSE MOTORS are regular buyers of good clean Wolseley cars.

GATEHOUSE MOTORS, Ltd., Highgate Village, London, N.6. Mountview 4444. [8943

CASH immediately for good Wolseley.—H. F. Edwards, 28, Upper High St., Epsom 9400. [9145

POST-WAR Wolseley required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0850

SELL your Wolseley to us; good cars urgently wanted, all models.—Offord, 67, George St., W.1. Wel. 6899. [4555

8/14hp model, exceptional condition, wanted by Angior, 140, Golders Green Rd., London, N.W.11. [0543

WEYBRIDGE AUTOMOBILES, Ltd., the Wolseley distributors urgently require late-type Wolseley.—Tel. Weybridge 233. [0540

JACK ROSE, Ltd., require low-mileage Wolseley cars.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [4928

1938 saloon 21/25hp wanted, sound mechanically, reasonable cost; letters.—Roberts, 26, Sunny Hill, Hendon, N.W.4. [8726

CASH buyers of low-mileage Wolseley 8s, 12/48, 14/60, 4/50; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0806

BLAKES, Wolseley distributors, will purchase any non-Covenant Wolseley car.—110, Bond St., Liverpool, 1. Tel. Royal 6622. [7757

7-seater limousine, 1935 20hp, also 25hp Series 3; details please.—Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [8725

Wolseley 4/50 Cars Wanted

CMTHE CAR MART, Ltd., wish to purchase Wolseley Four-Fifty cars.—320, Euston Rd., N.W.1. Euston 1212. [0721

Wolseley 6/80 Cars Wanted

CMTHE CAR MART, Ltd., wish to purchase Wolseley Six-Eighty cars.—150, Park Lane, W.1. Grosvenor 3434. [0722

Wolseley Spares and Service

NEW Wolseley 14/18hp, gear box for sale.—Pri. 2647. [8632

WOLSELEY sales and service.—Ramsay Motors, Ltd., 242-248, High St., Barnet 3240. [0707

FOR Wolseley mudguards, running boards, 1935-46.—Brooks, 85, Queens Rd., Brighton. [0486

BARKERS MOTORS (LONDON), Ltd. Tel. Balham 6666 for Wolseley spares sales and service.—209, Balham High Rd., S.W.17. [0523

R. HARDY & SON, 55, Marylebone High St., W.1. Welbeck 1101. Spares, reconditioned unit service and repairs for all Wolseley models. [9571

EUSTACE WATKINS, Ltd., Chelsea Manor St., S.W.3 (Flaxman 8181), for Wolseley service. Complete overhauls, coachwork and reconditioned engines. [0277

BROCKHURST GARAGE.—Harrow agents for Wolseley; sales service, spares, reconditioned units.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 561. [0204

MISCELLANEOUS CARS

ROBBINS, 98, Upper Richmond Rd., Putney, always sell good cars; send for list; established 27 years.

HAROLD RADFORD & Co., Ltd. offer exceptional service in sale and maintenance of all cars.—Melton Court, S.W.7. Kensington 6642-3. [7187

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Miscellaneous Cars Wanted

RSROWLAND SMITH'S, the car buyers.—Hampstead (Hampstead Tube). Open 9-7 week-days. Saturdays. Hampstead 6041 (10 lines). [0996

MARBLE ARCH MOTOR SUPPLIES, Ltd.—Spot cash buyers of all makes and models.

HIGH St., Watford, Herts. Tel. Watford 4491. [0185

POST-WAR Humbers and Hillmans purchased for cash.

R. S. MEAD, 42, Queen St., Maidenhead. Tel. M'head 2642. [6695

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ALL makes purchased for cash.—K. & N. Motors, 94, Lanark Rd., W.9. Cun. 8636. [9004

WANTED, car 8-12hp, about £100 cash, condition immaterial.—Particulars Box 3892. [9351

EAST SHEEN.—Cresswell's Garage, urgently wish to buy all makes of pre-war cars.—Pro. 2612. [0375

8 and 10hp cars, 1938 onwards wanted.—Full details to Jennens Bros. Motors, Ltd., Sutton Coldfield. [6372

£300 cash for sound, clean, pre-war coupe, 10 to 14hp, R.A.C. inspection essential.—Box 3890. [9342

PRIDE & CLARKE, Ltd., offer immediate cash payment for any make or model; quotation by return.—158, Stockwell Rd., S.W.9. Bri. 6251. [0734

RAYMOND WAY, the hire-purchase specialists, are still buying cars of all types and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6 Maida Vale 6044 (10 lines). [2006

Miscellaneous Cars Wanted

NAYLOR & ROOT, Ltd., are cash buyers of Austin 10, Fiat, Ford, Hillman, M.G., Standard, Triumph, Singer, Vauxhall and Wolseley.—25, East Hill, Clapham Junction, S.W.18. Battersea 5272. Open 9-6 p.m. each week-day including Saturday. [5347

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EMBASSY CAR SALES (ENFIELD).—Main North-East London and County agents for Harbilt electric trucks and vans; a model for all trades; the only electric vehicle to carry a 1-ton payload; full range of 1949 models are available on 2 to 3 weeks' delivery.—For all enquiries and demonstrations apply 9 & 10, Savoy Parade, Enfield. Tel. 2725. [9605

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NEW and reconditioned civilian ambulances for immediate delivery.—Lawton-Goodman (Ambulance Builders), 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [7962

AMBULANCE, Austin 16 1935, recently overhauled and in very good condition, special easy loading equipment, Caldwell heater charger.—Offers to S. Brandon, 2, Crossway, Raynes Park, S.W.20. [8810

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A & S Immediate Delivery; Modern High Quality Carriages - Covered Mechanical Guarantee Certificate. Details:—

1939 Eighteen Austin 4-bearer, 7ft 3in Deck, lavishly equipped Hearse, economical, reliable, inexpensive

AUSTIN Twenty/1938 streamlined 5-door 6-bearer, 1950-Coachwork lavishly equipped, mechanically certified, bargain.

ROLLS-ROYCE 1950 Silver Wraith, also 1937/30hp and modern Phantoms fitted 1950-Bearer also Deck streamlined quality Coachwork, attractive designs, exclusive equipment, inexpensive. Seen:—Alpe & Saunders, Providence Court, Grosvenor Square. 2941-Mayfair. [8710

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1946 Bedford 10cwt van.

1945 Commer 8cwt van.

1938 Austin 10 van.

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APPLY North Road Garage, Welwyn. Tel. Welwyn 481. [8684

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1949 Fordson 10-cwt van, green, 6,000; £600; both extra fronts seats, and clear of lettering.

1948 (Aug.) Jowett-Bradford de luxe van, fitted side windows, 2 front seats all chromium fittings, clear van floor colour beige and black wings, one owner, 6,000 miles, taxed June; list price new £560 ex works; exceptional value at £525; easy terms, 6 months' guarantee.

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FOR sale, 1937 2½-ton Ford V8 box van.—Pan Books, Lower Green, Esher Tel. Esher 2233. [9239

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£235—(registered 1950) Morris 10cwt box van, in excellent condition; unrepeatable bargain.

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£125—1937 model Ford 5cwt box van, special offer.

£65—1934 Hillman 10-15cwt box van, in excellent condition throughout; unrepeatable offer.—BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [9321

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£150—Chevrolet 1940 ex-Red Cross ambulance, streamlined box van, very outstanding model and should prove a sound advert and investment for any business.

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1936 Austin 12hp van, used daily; offers.—Wylie, Hillymead House, Horndon-on-the-Hill, Essex. [8607

1948 Bradford truck, small mileage, easily converted to van; £365.—Buntings, Harrow 1908. [9257

1946 Ford 5cwt van, as new.—Lyne Frank & Wagstaff, Ltd., 3-5 Crouch End Hill, N.8. Mountview 4401 [4803

5CWT Ford vans, choice of two from £135; mechanically and bodily sound.—Manor Circus Motors, Richmond 4004. [9268

DODGE 15cwt box vans, model LCX; from £150.—Lawton Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [8729

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1948 Jowett Bradford 8hp van, perfect, 12,500 miles; £440 or best offer.—80, Long Lane, Ickenham. Ruislip 5252. [9240

1947 Fordson 10cwt van, 13,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [8792

JOWETT main agents for the Bradford 8-10cwt vans and light trucks.—Saxon Jefferies, Ltd., 32, Wilmslow Rd., Didsbury, Manchester, 20. Tel. Didsbury 3446. [0040

1948 Bedford 10-12cwt van, one owner, 20,000 miles, perfect condition; £535.—Maycroft Motors, 24, Lynton Road, Crouch End, N.8. Mountview 4871. [9185

1947 Fordson 10cwt van, excellent order throughout, finished in dark blue; £445.—Lyne Frank & Wagstaff, Ltd., 3-5, Crouch End Hill, N.8. Mountview 4401. [5960

PALMERS MOTORS.—1948 (FR) Standard 12cwt builder's truck; £295; the above van is guaranteed; exchanges and deferred terms.—53, York St., Twickenham. Popesgrove 1890/7087. [9066

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BURLINGHAM CARAVANS offer 1949-1950 Eccles caravans on hire for touring; a few dates still available.

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AUTO-ELECTRICAL SERVICE Co., Ltd., for guaranteed car batteries and repairs.—519, Green Lanes, Goodmayes, Ilford. Seven Kings 4666-7. [0763

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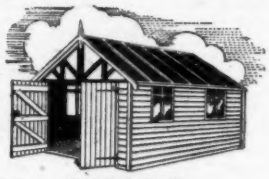

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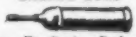

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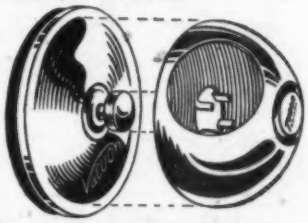

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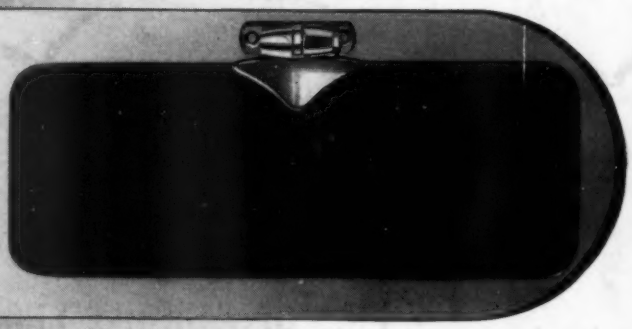

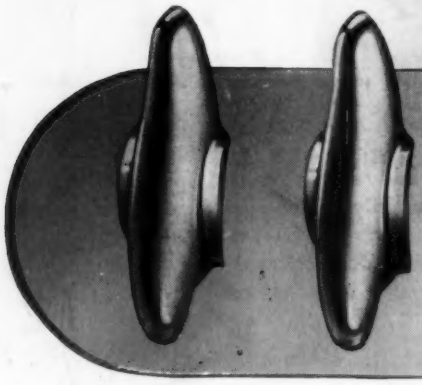

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